

PROCEEDINGS
OF THE
RAILWAY CONFERENCE
OF
1900.



SIMLA .

PRINTED AT THE GOVERNMENT CENTRAL PRINTING OFFICE

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RAILWAY CONFERENCE, 1900

Proceedings of the Conference of railway delegates assembled at Simla, on Monday, the 10th September 1900, under the orders of the Government of India.

Monday, the 10th September 1900, 12 noon.

The following were present —

PRESIDENT

A. BRERETON, ESQ, *Director of Railway Traffic*

MEMBERS

LIEUT-COL G F WILSON, R E, *Manager, Oudh and Rohilkhand railway*

W B WRIGHT, ESQ, *General Traffic Manager, Indian Midland railway.*

W A DRING, ESQ, *General Traffic Manager, East Indian railway*

LIEUT-COL H D OLIVIER, R.E, *Agent, Bombay, Baroda and Central India railway*

A IZAT, ESQ, C I E, *Agent and Chief Engineer, Bengal and North-Western and Rohilkund and Kumaon railways, and delegate also for the Bengal Doovars railway*

A. MUIRHEAD, ESQ, *General Traffic Manager, Great Indian Peninsula railway*

J LIGHTFOOT, ESQ, *Officiating Manager, Eastern Bengal State railway*

A E P GRAVES, ESQ, *Traffic Manager, Bengal-Nagpur railway.*

W H SPALDING, ESQ, *Acting Agent, South Indian railway*

W DREW, ESQ, *Officiating Manager, East Coast railway*

E F JACOB, ESQ, C I E, *Officiating Manager, North Western railway*

LIEUT-COL. J BURN MURDOCH, R.E, *Agent, Southern Mahratta railway*

J STUART, ESQ, *Traffic Manager, Assam-Bengal railway.*

E H DWANE, ESQ, *Chief Accountant and Auditor, His Highness the Nizam's Guaranteed State railway*

F. DUNSTERVILLE, ESQ, *Chief Auditor, Madras railway.*

SECRETARY

CAPTAIN W. J. McELHINNY, R.E.

The following officers also attended the meeting —

F B HEBBERT, ESQ, *Consulting Engineer to the Government of India for Railways, Lucknow*

J M WRENCH, ESQ, *Acting Agent, Indian Midland railway*

D H POWELL, ESQ, *Acting General Traffic Manager, Bombay, Baroda and Central India railway*

A. W U POPE, ESQ, *Traffic Superintendent, Oudh and Rohilkhand railway*

R BAGNALL, ESQ, *Acting Traffic Manager, Bengal and North-Western railway*

The President, in opening the proceedings, spoke as follows —

The efforts of the last meeting of this Conference were mainly directed towards—

- (a) framing rules with a view to making the Conference Regulations binding on railway administrations, parties to the Conference;
- (b) revision of the Conference Regulations of 1893

2 The recommendations of the Conference on (a) were embodied in Resolutions 51 and 79 to 81. These have been accepted by the Government of India on behalf of State lines worked by Government and by the Boards of almost all the railways represented at the Conference. The East Indian Railway Board, however, have declined to adopt Resolution 51 on the ground that under the existing scale of voting powers the interests of lines of greatest open mileage and carrying the highest traffic are not adequately represented. The views of the Board of the Assam-Bengal railway and the Darjeeling-Himalayan railway have not yet been communicated.

3 This representation of the East Indian Railway Board necessitates the question of the voting powers allotted to railways being taken up for consideration at once before proceeding with any other business.

The first thing to be done therefore will be to consider any resolution that may be put forward for the revision of the existing scale of voting powers.

The existing scale is that passed under Resolution No. 3 of last year's Conference, and as this meeting is only the re-assembling of that Conference, those voting powers will continue in force and be exercised in connection with the first question to be put to the meeting.

After this question has been settled, it is for the delegates to consider Resolution 51 of last year's Conference with the view of making the Conference Regulations passed during the present meeting binding on all railways, and also to consider what penalty, if any, should be attached to a breach of the Regulations by any railway, party to the Conference.

I am of opinion that the Conference rules should be binding on all railways, parties to the Conference, otherwise I see no necessity in continuing the Conference on the present lines, and if the majority of the delegates agree to this, as was done last year, this is the first resolution after the settlement of the voting powers question which should be put to the meeting.

If the majority decide against making the Conference Regulations binding, it will, I think, be wise to dissolve the Conference altogether. It will then be open to the delegates to convene a fresh Conference, electing their own President and Secretary and proceed to consider the subjects on the agenda or to take any further action which they may consider desirable. Should a dissolution of the Conference be decided upon, any further action must be taken by the representatives of railway companies themselves. The Managers of State worked railways will act independently as representatives of their own lines on behalf of Government.

It will not be out of place to here draw your attention to a proposal* sent up by the Manager, Oudh and Rohilkhand railway, to establish a permanent Railway Conference office with a paid Secretary, independent of Government, with a view to more frequent meetings, at a centre which may be considered convenient to yourselves from time to time, of the Standing Committee under a President, to be elected by the members.

* Question No. 29

This question is also touched upon by Mr. Lightfoot in his able note† on the desirability of establishing a Railway Clearing House in India and is, I think, worthy of very serious consideration.

† Supplementary paper No. 7 (appendix L)

The number of references made during the past year regarding the regulations which had only been in force a few months points to the desirability

of there being a special Conference office and staff, independent of Government, who will be able to devote their whole time to Conference work.

It will also be observed that in nearly all cases, owing to the members being aware that a meeting would be held in September, there was a general request that the questions referred should be held over for discussion at this meeting

This points to the necessity of more frequent meetings of this body. The establishment of a special Conference office would enable meetings to take place every year if desired, whereas on the existing lines we cannot expect to have a meeting for another three years at least. Such an office would cost, including salaries, printing, etc., about Rs 25,000 per annum, and if divided between the State and other railways in proportion to ton-mileage, length of line or in any other way which may best suit the majority of lines, it will not, I think, be considered a very expensive luxury, and will no doubt greatly facilitate the disposal of the many references constantly being sent up to head-quarters.

If the present meeting is to be continued on the old lines, it is for your consideration whether the proposal mentioned above should be introduced for the future. I may here state that a certain amount of misapprehension appears to exist as to Government being desirous through these Conferences of increasing its power of interference in the working of companies' lines. I think it is only necessary to refer to last year's proceedings to show that no such desire exists. It will be noticed that Managers of State lines were not representing Government, but voted quite independent of each other in the interests of their own lines, and the only part Government has taken in the Conference is to accept the decision of the majority of the delegates.

Under these circumstances there is no reason to suppose that Government would oppose the proposal mentioned above for a Conference independent of it.

4 The principal feature of the changes introduced in the Regulations of 1893 at our last meeting was the adoption of the principle of payments for the use of foreign railways' vehicles by time instead of by mileage and demurrage, which affected all regulations on the subject of interchange of rolling stock. This change has since been objected to by the Bengal and North-Western and Rohilkund and Kumaon railways who urge that the new rules (13 to 16) do not give a fair value for the use of stock running on foreign railways and the lines owning the stock greatly suffer in consequence. They accordingly desire—*vide* Question No 16—that the old method of calculation by mileage and demurrage should be reverted to. This proposal is for decision at this Conference.

5 Apart from the alterations necessitated by the adoption of a time basis for calculating hire on foreign stock, the regulations which were modified last year were chiefly the following —

Regulation 19 regarding detention of traffic and stock owing to accidents, congestion, etc.

Regulation 27 regarding routing of traffic.

Regulation 30 regarding fixing of rate by the railway having the entire command of route.

Regulation 32 regarding advices of changes of rates, fares, etc.

Regulation 35 regarding apportionment of claims on through goods traffic.

Regulation 37 regarding procedure to be adopted when passengers are found to travel by other than the booked route.

Regulation 53 (d) regarding charges for luggage and parcels.

Regulation 54 (d) regarding charges for bicycles and tricycles.

Of these, proposals have been put forward for the reconsideration of Regulations 32, 35, 37 and 54 (d). It may, therefore, be presumed that the other regulations noted above have worked satisfactorily.

6 The regulations which were classed as binding at the last Conference are Nos 1 to 39, 42 to 45, 53 (a), (b), (f) to (g) and 60. It will, however, be noticed that the agenda contain proposals in connection with Regulations 3, 7, 11, 13 to 16, 20, 21, 28, 31, 32, 35 and 37. The rest of the regulations noted above may, therefore, be considered as binding in terms of Resolution 51. If, however, the proposal put forward by the Bengal and North-Western and Rohilkund and Kumaon railways (Question No 16) is accepted, all regulations on the subject of interchange of rolling-stock will require modification.

7 An abstract of cases referred to the Standing Committee of the Conference under clause (d) of Resolution 51 will be found in appendix A. Most of these have, as already stated, been held over for decision at this Conference.

8 It will be remembered that last year considerable time was taken up at the beginning of the meeting in discussing several questions which eventually had to be referred to sub-committees for investigation and submission to the full Conference, and therefore if the decision on the questions raised above is in favour of this meeting continuing its business, it will, I think, save time if we proceed at once to form three sub-committees to investigate the various subjects mentioned in the agenda. These subjects have been allotted to sub-committees* in a manner that permits *as much as possible* of questions of a like nature being dealt with by one sub-committee.

* *Vide* appendix G, page x

This is, however, only a suggestion to indicate how the work of the Conference might be sub-divided, and there will be no objection if you wish to allot the questions in any other way.

It may sometimes happen that a delegate, who is interested in a particular question, may not be told off to serve on the sub-committee to deal with that question. This might be met by two or more of the sub-committees combining for the discussion of certain important subjects, or no doubt the meetings of the various sub-committees could be so arranged as to admit of the attendance of members of other sub-committees in a case like the above, should they desire to do so.

It is desirable that sub-committees should begin work to-morrow and continue daily until Wednesday, 19th instant, when there will be a full Conference at 11 A.M. for the discussion of such questions as are ready for final decision.

9 The Government of India representative shall, as heretofore, be President of this meeting, and it is proposed to conduct the business in the same manner as that adopted at previous Traffic Conferences.

The rules for the conduct of business shall be as follows —

(1) To consider the subjects noted in the accompanying lists† and any other subject which may be proposed, and to frame rules in cases in which they are needed.

† *Vide* appendices C and F, pages v and vi and ix, respectively

(2) The Committee shall consist of a President appointed by the Government of India, one officer appointed by each railway administration working a line in India, and a Secretary to the Conference, to be nominated by the Government of India.

(3) The President shall direct the proceedings and will only vote in case of an equal division when he will have a casting vote. His decision as to whether questions, other than those previously circulated by him, may be put forward for discussion shall be considered as final. The voting power of each delegate will be determined with reference to the importance of the railway he represents.

(4) Railway officers other than delegates attending the meeting shall also be eligible to serve on any of the sub-committees. The proceedings of sub-committees shall have no force until confirmed by a full Conference or quorum.

(5) Two-thirds of the members of the Conference, including the President, shall form a quorum.

(6) The hours of business shall be from 11 o'clock till 16 o'clock daily, Saturdays and Sundays excepted.

Mr Dring, after the President had spoken, said that in paragraph 2 of the President's remarks, prominence had been given to the East Indian railway having declined to accept the Conference Regulations as binding. He therefore wished to let the Conference know what his Board had actually said. He thereupon read extracts from East Indian Railway Board's letter No 21 of 9th February 1900, in which it had been pointed out that excessive voting powers had been given to the smaller lines in such a way that two or three of them with small mileage open, and carrying a nominal traffic, could outvote the East Indian or any other important line. As a matter of fact, the East Indian railway was now working to every Conference Regulation passed at the last Conference, except 53 (h), and their Board had distinctly stated that they recognized as highly desirable the attainment of the objects of Resolution 51 prescribing to what extent the Conference Regulations should be binding. They, however, held it to be an essential preliminary to the acceptance of the Regulation that it should be passed under a satisfactory franchise. Mr Dring maintained that the East Indian railway had not declined to be bound by the Conference Regulations, and should not be considered in any way as mutinous or desirous of withdrawing from the Conference. The withdrawal of any important railway would result in chaos.

As regards the rules being considered binding, he held that in their actual working they had been loyally adhered to, and that no railway could afford to stand outside the Conference. The few cases of breach of rules during the last twenty years formed a subject for congratulation.

Lieutenant-Colonel Burn Murdoch, in replying to the latter part of Mr Dring's remarks, pointed out that railways had not always worked so loyally as stated and quoted two cases where Conference Rules had been broken. In the first of these the administration of a certain line stated at an official meeting that in cases of competition they would not be bound by a certain rule duly accepted by them. The statement was accentuated by the Traffic Manager of the line pointing out that they could break the rule with impunity, no penalty clause being attached to it. The second and more recent case was that of the Madras railway printed as No 3 in appendix A.

Mr Dunsterville asked the members of the Conference to understand that the Madras Railway Company did not admit that they had in any way broken a Conference Rule, and that in the particular case referred to, the Agent and Manager of the Madras railway had asked for a fresh reference to the Standing Committee for the reasons set forth in his letter of the 10th September 1900 and its enclosures.

The following papers were then laid before the Conference —

Resolution No

- (1) Abstract of cases referred to the Standing Committee of the Conference under clause (d) of Resolution 51 of the Railway Conference of 1899 and decisions recorded thereon (*vide* appendix A)
- (2) Letter No 55, dated the 21st June 1900, from the Secretary, Railway Conference, to Agents and Managers of railways (*vide* appendix B)
- (3) Letter No 99, dated the 27th August 1900, from the Secretary, Railway Conference, to Agents and Managers of railways (*vide* appendix C)
- (4) Letter No G-2794, dated the 21st August 1900, from the General Manager and Chief Engineer, Darjeeling-Himalayan railway, to the Secretary, Railway Conference (*vide* appendix D)
- (5) Letter No 2101, dated the 26th August 1900, from the Acting Agent, Barsi Light railway, to the Secretary, Railway Conference (*vide* appendix D)
- (6) Letter, dated 29th August 1900, authorizing A Izat, Esq, C I E, Agent and Chief Engineer, Bengal and North-Western railway to vote on behalf of the Bengal Dooars railway (*vide* appendix D)
- (7) List of delegates (*vide* appendix E)
- (8) List of supplementary papers circulated for consideration at the Railway Conference of 1900 (*vide* appendix F)
- (9) Statement showing the questions proposed to be referred to the various sub-committees for consideration (*vide* appendix G)

Resolved that the foregoing papers be recorded

Resolution No. 2.

The Conference next proceeded to consider Question No 1 (Scale of voting powers)

Proposed by Mr W A Dring, seconded by Lieutenant-Colonel H D Olivier, R E —

That the scale of voting powers, printed in appendix L of the Conference Proceedings of 1899, be adopted with the following revisions, on the basis of the traffic of 1899 —

From 250 to	400 million	freight	ton-miles	7 votes
Above 400 „	600 „	„	„	8 „
„ 600 „	800 „	„	„	9 „
„ 800 „	1,000 „	„	„	10 „
„ 1,000 „	1,500 „	„	„	11 „
„ 1,500 „	„	„	„	12 „

Where under the scale adopted, an increased voting power is due to any railway on the current or a subsequent year's traffic of mileage open, the increased voting power may be claimed by that line to have immediate effect

The number of votes on mileage and freight ton-mileage to be in each case divided by two In grand total all fractions to be reckoned as one

The Conference divided on the proposal —

<i>Ayes—68 votes</i>		<i>Noes—4 votes</i>	
	<i>Votes</i>		<i>Votes</i>
J Burn Murdoch (S M ry)	6	J Stuart (A B ry)	4
E H Dwane (Nizam's ry)	5		
W Drew (E C ry)	4		
W A Dring (E I ry)	7		
H D Olivier (B, B & C I ry)	7		
J Lightfoot (E B ry)	5		
G F Wilson (O & R ry)	5		
A E P Graves (B N ry)	5		
E F Jacob (N W ry)	7		
A Izat (B & N W, R & K and B D rys)	7		
F Dunsterville (Madras ry)	5		
W H Spalding (S I ry)	5		

[Mr A Muirhead (G. I P. ry) and Mr W B Wright (I M. ry) did not vote]

Proposal *agreed to*

Question No 38 (Reconsideration of Resolution No. 51 of the Railway Conference of 1899) was then taken into consideration

Resolution No 3.

Proposed by Lieutenant-Colonel J Burn Murdoch, R E, seconded by Lieutenant-Colonel G F Wilson, R E —

That in Resolution No 51 which reads as follows —

- (a) That subject to the reservation in clause (b) below, all regulations (except those fixing rates and fares to be enumerated in a list to be subsequently prepared and appended to the final proceedings of this Conference) carried at the Railway Conference by not less than two-thirds of the votes of the railways who vote shall, subject to confirmation by the Government of India and the Boards of the several railways interested, be binding on all railways parties to the Conference Regulations

- (b) That after the regulations passed at a Conference have been in operation for a period of six months, any railway or railways shall be at liberty, after giving six months' simultaneous notice to the Secretary to the Conference and all railways parties to the Conference, to withdraw from any regulation or regulations. This withdrawal shall only apply to transactions with the railway or railways giving the six months' notice.
- (c) That all railway administrations who are parties to the Railway Conference shall constitute a Standing Committee to decide on disputed questions arising out of Conference rules in force.
- (d) That railways having such disputes shall submit their cases to the Secretary of the Railway Conference, who shall circulate them to the aforesaid Standing Committee for opinion, and a decision carried by not less than two-thirds of the votes of such Committee shall have the force of a Conference Regulation.
- (e) That in case of the majority being less than as provided for in clause (d), the question as between the railways concerned shall, unless those railways, by mutual consent, accept the opinion of the majority of the Conference, be decided by arbitration.
- (f) That the scale of voting shall be that adopted at the Railway Conference immediately preceding the reference, subject to revision from time to time on account of alterations in mileage, etc.

clauses (b) and (f) be cancelled and that clauses (a) and (d) be modified as shown below —

- (a) That all regulations and rulings carried at the Railway Conference as binding by not less than two-thirds of the votes of the railways who vote shall, subject to confirmation of Government of India and the Boards of the several railways concerned, be binding on all railways parties to the Conference.
- (d) That railways having such disputes shall submit their cases to the Secretary of the Railway Conference. When doing so the railway or railways concerned shall state whether an opinion (not binding) or a ruling (ruling including any new rules, regulations, etc.) is required. The Secretary shall circulate the papers to the aforesaid Standing Committee. If a ruling has been asked for, the ruling, if carried by not less than two thirds of the votes of such Committee, shall have the force of a Conference Regulation until rescinded by another vote of the Railway Traffic Conference or the Standing Committee.

Amendment proposed by Mr E F Jacob, C I E, seconded by Mr A Muirhead —

That Resolution No 51 as passed at the Conference of 1899 be now confirmed

The Conference divided on the amendment —

<i>Ayes—66 votes</i>		<i>Noes—18 votes</i>	
	Votes		Votes
E H Dwane (Nizam's ry)	5	J Burn Murdoch (S M ry)	6
W Drew (E C ry)	4	H D Olivier (B, B & C I ry)	7
W A Dring (E I ry)	7	*G F Wilson (O & R ry)	5
A Muirhead (G I P ry)	7		
W B Wright (I M ry)	5		
J Lightfoot (E B ry)	5		
A E P Graves (B N ry)	5		
E F Jacob (N W ry)	7		
A Izat (B & N W, R. & K & B. D rys)	7		
F Dunsterville (Madras ry)	5		
W H Spalding (S I ry)	5		
J Stuart (A B ry)	4		

Amendment agreed to

* In the proof of the proceedings of first day's meeting, Lieut Col G F Wilson, R E, was shown as having voted in favour of Resolution 3. At the meeting on 19th September 1902 he pointed out that this was an error, and, with the permission of the Conference, his vote was recorded against the Resolution as originally intended.

Resolution No 4

Proposed by Mr E F Jacob, C I E , seconded by Mr. A Izat, C I E —

That the Conference resolve itself into Committee to sit morning and afternoon, Saturdays excepted

That agenda of the subjects to be discussed each morning and afternoon be issued the previous day, and that no other subjects be discussed

That the Committee be empowered to appoint Sub-Committees to enquire and report on matters requiring special consideration

That the Committee elect two chairmen, one to sit in the morning, and one in the afternoon, and that a Chairman have power to appoint a substitute when unable to attend

That Messrs F B Hebbert and A. W U Pope be appointed Secretaries

Agreed to without dissent

[Adjourned to Wednesday, the 19th September 1900, at 11-30 o'clock.]

The Committees, appointed under Resolution No 4, were in session from Tuesday the 11th to Tuesday the 18th September 1900, Saturday and Sunday excepted, *vide* their proceedings, appendices J and K

Wednesday, the 19th September 1900, 11-30 o'clock

The following were present —

PRESIDENT

A BRÉRETON, ESQ, *Director of Railway Traffic*

MEMBERS

LIEUT-COL G F WILSON, R E, *Manager, Oudh and Rohilkhand railway.*

W. B WRIGHT,* ESQ, *General Traffic Manager, Indian Midland railway*

W A DRING, ESQ, *General Traffic Manager, East Indian railway*

LIEUT-COL H D OLIVIER, R E, *Agent, Bombay, Baroda and Central India railway*

A IZAT, ESQ, C I E, *Agent and Chief Engineer, Bengal and North-Western and Rohilkund and Kumaon railways, and delegate also for the Bengal Dooars railway*

J LIGHTFOOT, ESQ, *Officiating Manager, Eastern Bengal State railway, and delegate also for the Calcutta Port Commissioners' railway*

A E P GRAVES, ESQ, *Traffic Manager, Bengal-Nagpur railway*

W H SPALDING, ESQ, *Acting Agent, South Indian railway*

W DREW, ESQ, *Officiating Manager, East Coast railway*

E F JACOB, ESQ, C I E, *Officiating Manager, North Western railway*

LIEUT-COL J BURN MURDOCH, R E, *Agent, Southern Mahratta railway*

J STUART, ESQ, *Traffic Manager, Assam-Bengal railway*

E H DWANE, ESQ, *Chief Accountant and Auditor, His Highness the Nizam's Guaranteed State railway*

F DUNSTERVILLE, ESQ, *Chief Auditor, Madras railway*

SECRETARY

CAPTAIN W J MCELHINNY, R E

The following officers also attended the meeting —

F B HEBBERT, ESQ, *Consulting Engineer to the Government of India for Railways, Lucknow*

J M WRENCH, ESQ, *Acting Agent, Indian Midland railway*

D H POWELL, ESQ, *Acting General Traffic Manager, Bombay, Baroda and Central India railway*

A W U POPE, ESQ, *Traffic Superintendent, Oudh and Rohilkhand railway.*

R BAGNALL, ESQ, *Acting Traffic Manager, Bengal and North-Western railway*

C J KEENE, ESQ, *Traffic Superintendent, East Coast railway*

The proceedings of the meeting held on the 10th September 1900 were read and confirmed

* During Mr A Muirhead's absence on account of illness Mr W B Wright, General Traffic Manager, Indian Midland railway, was nominated by the former to vote on behalf of the Great Indian Peninsula railway

Resolution No 5

Resolved that the statement (appendix H) showing the votes possessed by each delegate calculated on the basis agreed to in Resolution No. 2 be read and recorded

With reference to Resolution No 4, the consideration of the report (*vide* appendix J) of Committee No 1 on Questions Nos 6, 13, 16, 20, 24, 32, 41 and 42, and Supplementary paper No 3 was proceeded with

The recommendations on Question No 6 (Modification of rules 4, 102, 180 and 181 of the General Rules for open lines) were first considered

Resolution No 6

(*Vide* para III, ap
pendix J) Proposed by Mr E F Jacob, C I E, seconded by Lieutenant-Colonel G F Wilson, R E —

That rule 4 stand as it is for the following reasons —

- (i) The existing rule appears to the Conference, to provide sufficient precautions for the working of the train following system and no apparent necessity has been shown to exist for the proposed alteration
- (ii) It would be difficult for the first clause of the new rule to be complied with, as the staff at a station or signal box cannot always assure the driver of a train that the line on which he is to travel is "absolutely clear of trains and all other known impediments," and such an assurance, if given, might cause misapprehension. Riding and material trolleys can at any time be placed on the line between stations
- (iii) With regard to the proposed new rule (ii) (a), the alteration, if made, would have to be adopted by all railways to which the General Rules have been applied, including some branch or light railways worked on the "train staff and ticket system", where telegraph lines have not been constructed and no communication exists that would enable one station to ascertain that there is a clear line in the station yard ahead for the reception of the *preceding* train
- (iv) Rule (ii) (b) would preclude a *following* train being started, although the necessity may only arise after one train has actually left the station and before it has reached the next, while such a rule would have a tendency to cause the train staff with the first train to neglect to carry out the rules for the protection of trains stopped between stations, if according to their time they supposed a *following* train was not due at that spot, which might cause an accident

Agreed to without dissent

Resolution No. 7

(*Vide* para. XIV, ap
pendix J) Proposed by Lieutenant-Colonel H D Olivier, R E, seconded by Lieutenant-Colonel G F Wilson, R E —

That clause (b) of rule 102 read as follows —

Main signal at "danger" 102 When a main signal is at "danger" or "on," then—

- (a) if it is placed at a junction, no driver of a train to which such signal applies, shall take the train past the signal, and
- (b) in any other case, no driver of a train shall take the train past the signal, or allow the train to foul the points to which the signal applies, unless the train is brought to a stand and then signalled past by hand by a railway servant appointed in this behalf by an authorized officer

Agreed to without dissent

Resolution No 8

(*Vide* para III, ap
pendix J) Proposed by Lieutenant-Colonel H D Olivier, R E, seconded by Lieutenant-Colonel G F Wilson, R E. —

That the proposed new rule 180 be rejected and the amalgamation of rules 181 and 182 be not-carried into effect, for the following reasons —

- (i) The general application of the use of lighted fusees as signals is considered to be somewhat premature in this country, but if any railway administration can be induced to try what is at present an experimental procedure, there is nothing in the General Rules to prevent such railway issuing the instructions to its staff as a subsidiary rule, and when its value under the varying conditions prevailing in India has been proved on several railways the rule might be introduced generally

- (ii) In a dry part of India the lighted fusee might set fire to valuable jungle and timber. In other parts where jungle fires all along the line are constantly burning, a driver might omit to see the fusee or he might take the lighted jungle to be a fusee light and stop his train thereby causing loss of time and detention. In a wet district or during the monsoon, the fusee would be very likely to be extinguished by falling into water or by heavy rain.

Agreed to without dissent.

The recommendation on Question No. 13 (Demurrage on wagons sent for back loading a particular class of traffic) was then taken into consideration.

Proposed by Mr E. F. Jacob, C.I.E., seconded by Lieutenant-Colonel G. F. Wilson, R.E. — Resolution No. (Vide para. IV, Appendix J)

That demurrage is leviable on wagons sent by special arrangement for back loading a particular class of traffic, but the Conference recognises the difficulty which exists in the coal traffic, and therefore in the case of this traffic only, considers the payment specified in 16 (c) should be calculated at twice instead of four times the hire specified in Regulation 14 (a).

Agreed to without dissent.

The recommendations on Question No. 20 (Proposed modification of Regulation 14 (d) of the Railway Conference of 1899) were next considered.

Proposed by Mr J. Lightfoot, seconded by Lieutenant-Colonel G. F. Wilson, R.E. — Resolution No. (Vide para. V, Appendix J)

That Rules 13 and 14 of Conference Regulations remain unaltered in regard to vehicles not fitted with vacuum brake.

Agreed to without dissent.

Proposed by Mr W. B. Wright, seconded by Lieutenant-Colonel G. F. Wilson, R.E. — Resolution No. (Vide para. V, Appendix J)

That Regulation 14 (d) be revised so as to read as under —

Goods vehicles carrying passengers or live-stock of any kind booked through shall be considered as of a carrying capacity of 6 tons for the standard gauge and 4 tons for the metre gauge, and charged for on that tonnage as per clause (a) of this Regulation.

Agreed to without dissent.

The recommendations on Question No. 16 (Reconsideration of the basis on which Regulations 13 to 16 of the Railway Conference of 1899 were framed) were then considered.

Proposed by Mr W. A. Dring, seconded by Lieutenant-Colonel G. F. Wilson, R.E. — Resolution No. (Vide para. XI, Appendix J)

That the consideration of Question No. 16 of the present Conference, so far as standard gauge goods stock is concerned, be not further proceeded with at present, it being impossible owing to the abnormal nature of the past season's traffic, to say, so far, what has been the result of the working of the new rules, and that the matter be reconsidered a year hence either in full Conference or by the Standing Committee.

Agreed to without dissent.

Proposed by Mr J. Lightfoot, seconded by Lieutenant-Colonel G. F. Wilson, R.E. — Resolution No. (Vide para. XI, Appendix J)

That Regulation 14 (a) of Conference Regulations of 1899 be revised by the omission of the words "on the standard gauge and 8 pie on the metre gauge."

Agreed to without dissent.

Resolution No 14. Proposed by Mr E F Jacob, C I E , seconded by Lieutenant-Colonel G F Wilson, R E —
(*Vide* para. XVI, appendix J)

The object being to ascertain what the return was on wagons sent to a foreign line under the old rules as compared with that under the new , also whether the time wagons were absent was greater under the old or new rules, it is proposed that actual statistics be taken out for the months of April 1899 and 1901 (1) under the old rules, (2) under the new rules, and be submitted by all railways, parties to the Conference, to the Secretary, Railway Conference, not later than 1st August 1901, short and long distance traffic, that is, under and over 100 miles being separately dealt with, and that a Sub Committee composed of Messrs. Lightfoot, Dunsterville and Dwane be appointed and requested to draw up a form* for the approval of the Conference, in which the required information can be recorded

Agreed to without dissent

The recommendation on Question No 24 (Proposed charge for the haulage of empty trucks over foreign railways) was then taken up for consideration.

Resolution No 15. Proposed by Mr E F. Jacob, C I E , seconded by Lieutenant-Colonel G F. Wilson, R.E —
(*Vide* para. XIX, appendix J)

That when empties are hauled over an intermediate railway in transit to another for purposes other than back loading, the charge for the haulage is a matter for mutual arrangements between railways, but in the opinion of the Conference not more than two annas per standard gauge vehicle and 1½ annas per metre gauge vehicle per mile should be charged

Agreed to without dissent.

The recommendation on Question No 32 (Revision of rates for the haulage of special trains for high officials of Government) was then considered

Resolution No 16. Proposed by Lieutenant-Colonel H D Olivier, R.E , seconded by Lieutenant-Colonel G F Wilson, R E —
(*Vide* para. XXI, appendix J)

That the rates proposed in paragraph 3 of the note by the Secretary of the Railway Conference, Question No 32, as accepted by the East Indian railway,
vis —

I —For a special train of not more than nine ordinary coaching vehicles, including two brake-vans, to be used for luggage, the minimum charge shall be Rs 3 per mile with a minimum total charge of Rs 200 ,

II —That a bogie carriage shall be reckoned as two ordinary vehicles ,

III —That an additional charge shall be made of 6 annas per mile for each ordinary vehicle and 8 annas per mile for each bogie carriage in excess of nine ,

IV —That for an additional engine, there shall be further charge of Rs 2-8-0 per mile ,

be recommended for adoption for the standard gauge in the case of the officials*

*High officials of Government. referred to in paragraphs 2 and 7 of the same note (but not Native Chiefs) and the following rates be adopted for the metre gauge —

I —For a special train of not more than nine ordinary coaching vehicles, including two brake-vans, to be used for luggage, the minimum charge shall be Rs 2 per mile with a minimum total charge of Rs 150 ,

II —That a bogie carriage shall be reckoned as two ordinary vehicles ,

III —That an additional charge shall be made of 4 annas per mile for each ordinary vehicle and 6 annas per mile for each bogie carriage in excess of nine ,

IV —That for an additional engine there shall be further charge of Rs 2-0-0 per mile ,

and that the existing demurrage charges for detentions and stoppages *en route* and empty haulage charges as laid down in paragraph 1 of Government of India Circular No 7 Railway of 5th September 1894, be adhered to

Agreed to with the exception of the Nizam's Guaranteed State railway which dissents,

Proposed by Mr W B Wright, seconded by Lieutenant-Colonel H D Olivier, R E — Resolution No 17.

That the attention of the Government of India be invited to the following proposal by Mr A Murrhead, recorded as No XXII of the proceedings* of Committee No Appendix J 1 of 17th September 1900

That the Committee venture to hope, as such low rates have been recommended for the officials concerned, that they will further the public and the railway convenience by travelling by special train whenever practicable

Agreed to without dissent.

The recommendations on Question No 41 and Supplementary paper No 3 (Interpretation of the "N B" to, and reconsideration of, Regulation 7 of the Railway Conference of 1899) were then taken into consideration

Proposed by Mr J Lightfoot, seconded by Lieutenant-Colonel G F Wilson, R E — Resolution No 18
(*Vide* para XXIII, appendix J)

That the N B paragraph to Regulation 7 does apply to both coaching and goods stock

Agreed to without dissent

Proposed by Mr J Lightfoot, seconded by Lieutenant Colonel G F Wilson, R E — Resolution No 19
(*Vide* para XXIV, appendix J)

That the existing Regulation 7 stand as it is with the omission of the N B paragraph

Agreed to without dissent

The recommendation on Question No. 42 (Reconsideration of Regulation No 11 (c) of the Railway Conference of 1899) was then considered

Proposed by Lieutenant-Colonel G F Wilson, R E, seconded by Lieutenant-Colonel J Burn Murdoch, R E — Resolution No 20
(*Vide* para XXV, appendix J)

That the following be added to Regulation 11 (c) —

The hire charge shall be calculated by taking one hour for every 6 miles of the correct route.

Agreed to without dissent.

With reference to Resolution No 4, the report (*vide* appendix K) of Committee No 2 on Questions Nos 4, 14, 17, 18, 19, 21, 23, 26 and 35 was next taken into consideration

The recommendation on Question No 4 (Limitation of the period within which audit adjustments of through traffic accounts shall be permissible) was first considered

Proposed by Mr E F Jacob, C I E, seconded by Mr A Izat, C I E. — Resolution No 21
(*Vide* para I, appendix K)

That it is unnecessary to fix any limit of time within which audit adjustments of through traffic accounts may be made,

Agreed to without dissent

The recommendation on Question No 14 (Reconsideration of Regulation 35 (d) of the Railway Conference of 1899) was next taken into consideration

Resolution No. 22
(Vide para. III, appendix K.)

Proposed by Mr W A Dring, seconded by Mr A Izat, C I E —

That Conference Regulation 35 (d) be modified and certain sub-clauses be added so that it will read as follows —

35 (d) The above rules do not apply to damages caused by wet. In the case of goods carried in through wagons, claims on consignments loaded in covered wagons damaged by wet shall be borne in mileage proportion by all the railways over which the consignment is booked

In the case of transshipment at junctions—

(i) For damage by wet which occurs prior to arrival at a transshipment station, and is detected there on unloading, the line or lines over which the consignment has passed since despatch, or since last transshipment, shall be responsible

(ii) For damage by wet which occurs at a transshipment station, the joint station (if the staff is joint) shall be responsible, but, where the two lines are separately represented at a transshipment station, the line in whose possession the goods are found wet shall be liable

(iii) For damage by wet which occurs after loading up at a transshipment station, the line or lines over which the goods are transported up to destination or next transshipment station shall be responsible.

Agreed to without dissent.

The recommendation on Question No 17 (Reconsideration of Regulation 37 of the Railway Conference of 1899) was then considered

Resolution No 23
(Vide para IV, appendix K.)

Proposed by Mr E F Jacob, C I E, seconded by Mr A Izat, C I E —

That under Regulation 37 it may happen that the railways owning the booked route may be entitled to a larger share of a fare than they would have earned if they had actually carried the passenger by the booked route

That the rule as it stands is perfectly clear and no modification would make it clearer. The following example illustrating the working of the regulation should, however, be added —

A 3rd class passenger from Howrah is booked to Lucknow, by way of the Oudh and Rohilkhand railway, from Moghal Sarai, fare over the Oudh and Rohilkhand railway being Rs 2-9-0. He is carried from Moghal Sarai to Cawnpore by way of the East Indian railway and from Cawnpore to Lucknow by the Oudh and Rohilkhand railway.

The fare from Moghal Sarai to Cawnpore is Rs 2-13-0 (E I ry), the fare from Cawnpore to Lucknow is Re 0-10-0 (O & R ry)

The Oudh and Rohilkhand railway should receive the original fare from Moghal Sarai to Lucknow, Rs 2-9-0, and the fare from Cawnpore to Lucknow, Re 0-10-0, the latter being debited to joint station expenses at Moghal Sarai, and the East Indian railway should receive the fare from Moghal Sarai to Cawnpore, Rs. 2-13-0, debitable to joint station expenses at Moghal Sarai

Agreed to without dissent

The consideration of the recommendation on Question No 18 (Procedure to be adopted in the remission of wharfage charges at joint stations) was then proceeded with.

Resolution No. 24
(Vide para V, appendix K.)

Proposed by Lieutenant-Colonel H D. Olivier, R.E, seconded by Mr A. Izat, C I E —

That the remission of wharfage charges on goods and parcels traffic at joint stations shall be made entirely at the discretion of the railway working the junction, the railway or railways working into the junction having equally the right to remit wharfage on its, or their, own consignments

With the exception of the Madras railway which dissents, the proposal was agreed to

The recommendation on Question No 19 (Treatment of passing interchange and local traffic in the division of joint station expenses) was next taken up for consideration

Proposed by Mr E H Dwane, seconded by Mr A Izat, C I E —

Resolution No 25
(Vide para VI, appendix K)

That the following be added as clause (c) to Resolution No 44 of the Railway Conference of 1899 —

(c) That in the case of three or more railways working into a junction the net amount after deduction of the suitable proportion (as agreed upon by the railways concerned) of the working expenses to meet the passing traffic, be divided in the proportion of weight of the interchanged and local traffic of each railway using the junction

Agreed to without dissent.

The recommendation on Question No 21 (Reconsideration of Regulation 31 (b) of the Railway Conference of 1859) was then considered

Proposed by Mr W B Wright on behalf of Mr A Muirhead, seconded by Mr A Izat, C I E —

Resolution No 26
(Vide para VII, appendix K)

That the following be added at end of Regulation 31 (b) —

When wagon rates are quoted, it should be clearly stated whether the rates apply on the full marked carrying capacity of the wagon used or not, i.e., up to what weight the wagon rate applies and what rates are applicable for quantities loaded in excess of that weight.

Agreed to without dissent

The recommendation on Question No 23 (Recovery of excess fares and excess charges) was then taken into consideration

Proposed by Mr W B Wright on behalf of Mr A Muirhead, seconded by Mr A Izat, C I E —

Resolution No 27
(Vide para VIII, appendix K)

That fares and all charges due by passengers which have not been recovered in the first instance at the starting station, owing to errors by station staff, shall be demanded only at destination, where endeavours should be made to recover any amounts due. Such demands shall not be made at intermediate stations. Failure to recover at destination will not relieve the forwarding station of responsibility under the existing rules

Agreed to with the exception of the Bengal-Nagpur railway which dissents.

The recommendations on Question No 26 (Power of railway administrations to recover undercharges) were next considered

Proposed by Mr J Lightfoot, seconded by Mr A Izat, C I E —

Resolution No 28
(Vide para IX, appendix K)

That no action be taken on the following issue as set forth in the papers on this Question —

(1) Whether the Government of India should be moved to empower railways to prefer claims for the recovery of undercharges on consignments, delivery of which has been taken on payment of the freight demanded, within such a period as is merely sufficient for the audit office to check charges

Agreed to without dissent

Resolution No 29

(Vide para X, appendix 28, which reads as follows—
K)

With reference to issue No (2), in the paper referred to in Resolution No

- (2) The desirability of making the forwarding and the receiving railways responsible for their own proportions of undercharges and also, in equal shares, for the proportions due to intermediate railways, or, if some scheme (*e.g.*, check by junctions) could be devised for the purpose, to make each railway responsible for its own proportion in a through invoice

it was proposed by Mr W B Wright on behalf of Mr A Muirhead, seconded by Mr A Izat, C I E —

That in the absence of special agreement the following rules shall apply —

In the case of goods invoices "To pay," the forwarding station shall be responsible that the correct charges are entered on the invoice for the proportion due to the forwarding railway, the receiving station shall be responsible for the proportion due to the receiving railway

For the charge due to any intermediate railway or railways, if incorrect charges have been entered on the invoice and the error remains undetected before delivery, both the forwarding railway and the railway which effects the delivery shall be responsible for the charge due to intermediate railways in equal division in all other cases the railway which effects the delivery and collects the charges shall be responsible

Agreed to without dissent

The recommendation on Question No 35 (Interpretation of Regulation 35 (e) of the Railway Conference of 1899) was then taken into consideration.

Resolution No 30.

(Vide para. XIII, appendix Izat, C I E —
K)

Proposed by Lieutenant-Colonel G F Wilson, R E, seconded by Mr A.

That Regulation 35 (e) be modified so as to read as follows —

- 35 (e) Any damage, deficiency, or loss must be notified to the consigning and transshipping stations by telegram tendered for despatch within six hours of the time at which the wagon is opened

Agreed to without dissent.

[Adjourned to Tuesday, the 25th September 1900, at 11-30 o'clock.]

The Committees, appointed under Resolution No 4, were in session from Thursday the 20th to Monday the 24th September 1900, Saturday and Sunday excepted, *vide* their proceedings, appendices J and K

Tuesday, the 25th September 1900, 11-30 o'clock

The following were present —

PRESIDENT

A BRERETON, ESQ, *Director of Railway Traffic*

MEMBERS

LIEUT -COL G F WILSON, R E, *Manager, Oudh and Rohilkhand railway*

W B WRIGHT, ESQ, *General Traffic Manager, Indian Midland railway*

W A DRING, ESQ, *General Traffic Manager, East Indian railway*

LIEUT -COL H D OLIVIER, R E, *Agent Bombay, Baroda and Central India railway*

A IZAT, ESQ, C I E, *Agent and Chief Engineer, Bengal and North-Western and Rohilkhand and Kumaon railways, and delegate also for the Bengal Dooars railway*

A MUIRHEAD, ESQ, *General Traffic Manager, Great Indian Peninsula railway*

J LIGHTFOOT, ESQ, *Officiating Manager, Eastern Bengal State railway, and delegate also for the Calcutta Port Commissioners' railway*

A E P GRAVES, ESQ, *Traffic Manager, Bengal Nagpur railway*

W H SPALDING, ESQ, *Acting Agent, South Indian railway*

W DREW, ESQ, *Officiating Manager, East Coast railway*

E F JACOB, ESQ, C I E, *Officiating Manager, North Western railway*

LIEUT -COL J BURN MURDOCH, R E, *Agent, Southern Mahratta railway*

J STUART, ESQ, *Traffic Manager, Assam-Bengal railway*

E H DWANE, ESQ, *Chief Accountant and Auditor, His Highness the Nizam's Guaranteed State railway*

F DUNSTERVILLE, ESQ, *Chief Auditor, Madras railway*

SECRETARY

CAPTAIN W J McELHINNY, R E

The following officers also attended the meeting —

F B HEBBERT, ESQ, *Consulting Engineer to the Government of India for Railways, Lucknow*

J M WRENCH, ESQ, *Acting Agent, Indian Midland railway*

D H POWELL, ESQ, *Acting General Traffic Manager, Bombay, Baroda and Central India railway.*

A W U POPE, ESQ, *Traffic Superintendent, Oudh and Rohilkhand railway*

R BAGNALL, ESQ, *Acting Traffic Manager, Bengal and North-Western railway*

C J KEENE, ESQ, *Traffic Superintendent, East Coast railway*

The proceedings of the meeting held on the 19th September 1900 were read and confirmed

The Conference next proceeded to consider Question No 28 (Reconsideration of Regulation 32 of the Railway Conference of 1899)

Resolution No. 31

Proposed by Mr A. E. P. Graves, seconded by Mr A. Izat, C I E —

That Conference Regulation 32 of 1899 be cancelled and Regulation 32 as amended be substituted as follows —

- (a) Advices of all changes of rates, fares, classifications, rebates and conditions shall be issued bi monthly and shall be despatched not later than the first day of the following months in each year, namely, the 1st of February, the 1st of April, the 1st of June, the 1st of August, the 1st of October and the 1st of December
- (b) The receiving railway or railways may despatch one advice of consequent alterations before the first day of the month following the first advice of alteration. Such consequent alterations shall apply only to rates affected by the changes notified in the first instance. These advices under (a) and (b) respectively (twelve copies, or such other number as may be agreed on) shall be sent only once bi monthly to all railways with which there is through booking, a *nil* form being sent when no alteration is proposed
- (c) The railway originally notifying cannot give notice of a further change till the expiry of two months after that in which the first advice is required to be given.
- (d) The rates, etc., so advised shall become operative from the first day of the second month following that in which they are required to be notified under clauses (a) and (b)

Example—

Railway A may give notice to Railway B not later than the 1st of April. The rates, etc., contained in such notice will come into force on the 1st of June

Railway B may give notice not later than the 30th of April of consequent alterations. Such consequent alterations will also come into force on the 1st of June

No further alterations can be brought into force on the 1st of June, but must form the subject of fresh notice under clause (a) of this Regulation

- (e) With the consent of all railways interested, any railway or railways may introduce or alter through rates with immediate effect, but in the absence of such consent the procedure shall be as laid down in clauses (a) and (b) of this Regulation

- (f) Any rates notified in contravention of these regulations shall be inoperative

NOTE—The rules as to changes in rates apply to through rates. Changes in local rates may be introduced at any period, but must be notified to all railways within 14 days after date of introduction

Agreed to without dissent

Resolution No 32.
(*Vide para XII, appendix K*)

Proposed by Mr A. Muirhead, seconded by Mr A. Izat, C I E —

That in the event of any railway, under Conference Resolution No 51 of 1899, withdrawing from Conference Regulation 32, the railways, parties to the Conference, are not bound to accept the changes in rates notified by the withdrawing railway

Agreed to without dissent

The consideration of the report (*vide* appendix J) of Committee No 1 on Questions Nos 25, 29 and 43 and Supplementary papers Nos 1, 4, 6 to 9 and 11 was then proceeded with

The recommendation on Question No 43 (Interpretation of Regulation 14 (c) of the Railway Conference of 1899) was first taken into consideration

Resolution No 33
(*Vide para. XXVIII, appendix J*)

Proposed by Mr J. Lightfoot, seconded by Lieutenant-Colonel G. F. Wilson, R E —

That clause (c) of Regulation 14 does not authorize the imposition of a special rate for the first 48 hours of 4 annas for every 10 miles or fraction thereof and does require that no charge should be levied for the first 48 hours, provided the total hire payable is not less than 4 annas for every 10 miles or fraction thereof, also that the following example be recorded as the correct interpretation

A fully loaded 16 ton wagon booked to a station, 28 miles from junction is returned empty and is absent 62 hours in all

Deduct 48 hours from total absence and upon remainder charge hire and demurrage or minimum, whichever is greater

Example—

(1) Wagon absent	62 hours
(2) Deduct 48 hours free	48 „
(3) Leaving for hire purposes	14 „
(4) The free allowances under next rule are—	
Running	10 hours
Unloading	36 „
Total	46 „

There is consequently no demurrage due upon 14 hours' absence

(5) The minimum charge for 30 miles = Re 0 12-0

(6) The hire charge for 14 hours = Rs 1-3-0

(7) Minimum is exceeded and therefore hire is payable

Agreed to without dissent

The recommendations on Supplementary paper No 1 (Interpretation of Regulation 20 (b) and (c) of the Railway Conference of 1899) were next considered

Proposed by Mr W H Spalding, seconded by Lieutenant Colonel G F Wilson, R E — Resolution No 34
(Vide para XXIX, appendix)

That the words "period allowed" in clause (c) of Regulation 20 mean the 10 days referred to in clause (a) plus the time occupied in the conveyance of materials for repairs referred to in clause (b)

Agreed to without dissent

Proposed by Mr E F Jacob, C I E, seconded by Lieutenant-Colonel G F Wilson, R E — Resolution No. 35
(Vide para XXX, appendix)

That in addition to the free allowance as prescribed in clause (a) of Regulation 20, the time which elapses until material required for repairs from the parent line is received (provided that an indent for such material is despatched to the parent line within 48 hours of the time at which damage occurs) shall be allowed free of hire and demurrage in the case of damaged stock of one railway repaired on the line of another railway

Agreed to without dissent

The recommendation on Supplementary paper No 4 (Proposed modification of Regulation 3 (b) of the Railway Conference of 1899) was then taken into consideration

Proposed by Mr W A Dring, seconded by Lieutenant-Colonel G F Wilson, R E — Resolution No 36
(Vide para XXXI, appendix)

That Regulation 3 (b) remain as it is

Agreed to without dissent.

The recommendations on Question No 29 (The establishment of a yearly Conference with a paid Secretary and office staff) were next taken up for consideration

Resolution No 37 Proposed by Lieutenant-Colonel H D Olivier, R E, seconded by Lieutenant-Colonel G F Wilson, R E —
(Vide para XXXV, appendix J)

That a yearly Conference be held with a paid Secretary and office staff, that the latter have their head quarters at Simla, but that the Conference be held each year at such place as may be determined on at the previous Conference

Agreed to without dissent

Resolution No 38 Proposed by Lieutenant-Colonel J Burn Murdoch, R E, seconded by Lieutenant-Colonel H D Olivier, R E —
(Vide para XXXV, appendix J)

That the administrations of the various railways recommend Government or their Boards to contribute towards the cost of keeping up the necessary permanent establishment, the cost being apportioned between the several railways in direct proportion to their voting powers. The approximate cost is believed to be about Rs 260 per vote per annum.

Agreed to without dissent

The recommendation on Supplementary paper No 6 (Mode of crediting demurrage charges on foreign coaching stock realized from passengers under the tariff rules) was then considered

Resolution No 39 Proposed by Mr W A Dring, seconded by Mr E H Dwane —
(Vide para XXXVI appendix J)

That in the case of coaching stock detained under load by passengers and coming under demurrage payable by passengers under the tariff rules of the using line, the parent line shall be paid half the difference between the amount collected from the passengers and the hire charge under Conference Regulation 13 (a) in addition to the latter charge

Agreed to without dissent

The consideration of the recommendation on Supplementary paper No 7*
(Note by Mr J. Lightfoot on the advisability of establishing an Indian Railway Clearing House and on other matters) was next proceeded with
* Vid appendix L

Resolution No 40 Proposed by Lieutenant-Colonel H D Olivier, R E, seconded by Mr W B Wright —
(Vide para XXXVII, appendix J)

That this Conference is of opinion that the recommendations contained in Resolution No 30 of the last Conference should be carried out in their entirety before the practicability of establishing a Central Clearing House or District Clearing Houses can be demonstrated and that it is most important that the officer deputed should be able to visit the principal railways in India to investigate the various questions and confer with the officers of each railway before forming his conclusions

Agreed to without dissent

The recommendation on Supplementary paper No 8 (Reconsideration of Regulation 19 (e) of the Railway Conference of 1899) was then considered

Resolution No 41 Proposed by Mr A Izat, C I E, seconded by Mr E F. Jacob, C I E —
(Vide para XXXVIII, appendix J)

That Conference Regulation 19 (e) stand as it is

Agreed to without dissent.

The recommendation on Question No 25 (Reconsideration of Regulation 21 (a) of the Railway Conference of 1899) was next taken into consideration

Proposed by Mr W A Dring, seconded by Mr E F Jacob, C I E —

Resolution No 42
(*Vide* para. XL, appendix
j)

That Regulation 21 (a) stand as it is without addition

Agreed to without dissent

The recommendation on Supplementary paper No 9 (Introduction of annual for half-yearly inspections of railways) was then taken up for consideration.

Proposed by Mr E F Jacob, C I E, seconded by Mr W Drew —

Resolution No 43
(*Vide* para. XLIII, appendix
j)

That the Government of India be moved to suggest to Inspecting Officers that in most cases it would suffice to hold one formal annual inspection at which they should be accompanied by representatives of the railway, it being open to an Inspecting Officer to hold other inspections at his discretion and convenience

The Conference divided on the proposal —

Ayes—61 votes

Noes—6 votes

	Votes		Votes
E H. Dwane (Nizam's ry)	4	A E P Graves (B N ry)	6
W Drew (E C ry)	4		
W A Dring (E I ry)	10		
W B Wright (I M ry)	5		
H D Olivier (B, B & C I ry)	9		
G. F Wilson (O & R ry)	6		
E F Jacob (N W ry)	10		
F Dunsterville (Madras ry)	5		
W H Spalding (S I ry)	5		
J Stuart (A B ry)	3		

[Lieutenant-Colonel J Burn Murdoch, R E (S M ry), Mr A Muirhead (G I P ry), Mr J Lightfoot (E B and C P Cs' rys) and Mr A. Izat, C I E, (B. and N W, R. & K. and B D rys) did not vote]

Proposal agreed to

The recommendation on Supplementary paper No 11 (Power of railway administrations to refuse claims under a regulation classed by the Railway Conference as binding) was next taken into consideration

Proposed by Mr J Lightfoot, seconded by Lieutenant-Colonel G F Wilson, R E —

Resolution No 44
(*Vide* para XLIV, appendix
j)

That issue (a), which runs as follows—

(a) If a railway refuse to accept a claim made under a binding Conference Regulation, should the case be referred to the Standing Committee? and if not, what procedure should be adopted?

is governed by Resolution 51 (c) and (d) of the Conference Proceedings of 1899, and that in regard to issue (b), which reads as under—

(b) May a railway refuse to settle a claim which, it admits, is just *under a binding Conference Regulation* by attempting to set off against it a disputed claim *not* made under a Conference Rule?

the reply is *no*

Agreed to without dissent

Resolution No 50.
(Vide para XXIV, appen
dix K.)

Proposed by Lieutenant-Colonel J Burn Murdoch, R E, seconded by Mr
W A Dring —

That in regard to issue (b), which runs as follows—

- (b) The desirability of fixing a minimum for copper coins when in quantities of five maunds and under

it should be settled by deciding that sub-clauses (b) and (c) of Regulation 46 be transposed and the words "on actual weight subject to the minimum, for luggage, of 10 seers" be added to the present clause (b) after the words "two pies per maund per mile" in the first clause

Regulation 46 will then read as follows —

- 46 (a) Treasure, including specie, bullion, gold and silver coin, jewellery, trinkets, plate, etc, shall be carried at the following rates, viz —

	Pies per maund per mile.
Up to 27 maunds	2½
Above 27 and up to 81 maunds	2
" 81 " " 270 "	1½
Over 270 maunds	1 pie.

provided that the charge for any quantity shall not be less than that for a smaller quantity according to the above scale

Escort—

- (i) One man is allowed to travel free, both on the outward and return journey, as a third class passenger, when the consignments of treasure are over 54 and under 135 maunds
- (ii) Two men when consignments are from 135 to under 270 maunds
- (iii) Four men with consignments of 270 maunds and over
- (iv) When a consignment amounts to 20 lakhs of rupees or more (625 maunds or more), a guard of four men is allowed with return passage free of extra charge
- (b) The minimum charge for treasure shall be as for one maund, fractions of a maund above one maund being charged for as follows —

Under 10 seers as 10 seers
Exceeding 10 seers, but not exceeding 20 seers as 20 seers

"	20	"	"	"	30	"	30
"	30	"	"	"	40	"	40

- (c) Copper coin by passenger train in quantities of five maunds and under shall be carried at the rate of two pies per maund per mile on actual weight subject to the minimum, for luggage, of 10 seers, in quantities over five maunds, at one pie per maund per mile, subject to a minimum charge as for 10 maunds

Agreed to without dissent

The consideration of the recommendation on Question No 40 (Interpretation of Regulation 28 of the Railway Conference of 1899) was then proceeded with

Resolution No 51.
(Vide para. XXV, appen
dix K.)

Proposed by Mr E F Jacob, C I E, seconded by Lieutenant-Colonel
H. D Olivier, R E —

That Regulation 28 be cancelled

Agreed to without dissent

The recommendations on Question No. 44 (The endorsing of invoices to indicate whether consignments are carried at railway or owner's risk) were next considered

Proposed by Mr W A Dring, seconded by Lieutenant-Colonel G F Wilson, R E — **Resolution No 52**
(Vide para. XXVI, appendix K)

That the Conference be recommended to pass a Resolution that the remark "at railway risk" or "at owner's risk" should be stamped on all invoices

Agreed to without dissent

Proposed by Mr J Stuart, seconded by Lieutenant-Colonel J. Burn Murdoch, R E — **Resolution No 53.**
(Vide para. XXVIII, appendix K)

That in case of failure to enter the remark "at railway risk" or "at owner's risk" on invoices, the receiving station shall wire to the forwarding station enquiring whether the consignment is booked "at owner's risk" or "at railway risk," and the receiving station shall be held responsible for the collection of the correct charges

Agreed to without dissent.

The recommendation on Question No 36 (Refund of overcharges by railway administrations) was then taken up for consideration

Proposed by Mr A Muirhead, seconded by Mr J Lightfoot —

Resolution No. 54.
(Vide para. XXIX, appendix K)

That the following procedure be followed in the case of overcharges claimed and unclaimed —

(i) Unclaimed overcharges.

- (a) Overcharges, either coaching or goods, amounting to not less than Rs 5, shall be refunded, if discovered not later than six months after the money has been collected, provided the identity of the party to whom the money is due can be established.

Such refunds shall only be made by the railway which collects the money to the person who paid the money, or his order, and the procedure described in paragraph (ii) shall be followed in making the refund. Claimants to these refunds shall be required to establish their claims

- (b) To meet the cases of large and well known firms it may be arranged that such firms as are prepared to sign an undertaking to pay undercharges after delivery shall also be allowed to include in the same agreement an undertaking by the railway to refund all overcharges as soon as discovered, the limit of time being six months in either case

(ii) Refunds claimed by the public

- (a) When a claim for refund, either coaching or goods, is established, the railway which made the collection shall check the claim, and if due, prepare the overcharge sheet. On certification of the overcharge sheet by its own audit office on behalf of all railways connected with the transaction, the refund shall be at once made to the party concerned, the overcharge sheet being subsequently sent, if necessary, to the several audit and traffic offices concerned for post audit.
- (b) The railway which collected the money shall be the only railway competent to make a refund under these circumstances. Applications for refunds, if received by the other railway or railways parties to the transaction, shall be forwarded to the railway which is entitled to make the refund for disposal and the claimant advised. If by an error, more is refunded, in any case, in the proportion of any railway or railways, than is actually due, the loss shall be shared in mileage proportion between all the railways concerned
- (c) All items not disbursed after the expiry of a period of six months from the date of discovery shall be credited to the railway or railways in whose proportion the overcharge occurred

(iii) Legalising transactions

In recommending these proposals for the consideration of Government and the Boards of the several railways, the Government of India should be moved to empower railways to prefer and recover claims for undercharges due to them within a period of six months also to legalise the railways being released from all liability in respect to any amount they refund to the best of their knowledge

Agreed to without dissent

The recommendation on Question No 37 (Revision of the existing form of requisition, and the adoption of a special form of ticket, for the haulage of special trains, etc., for high officials of Government) was then considered

Resolution No 55
(Vide para XXV, appendix K.)

Proposed by Mr F Dunsterville, seconded by Mr A Muirhead —

That the Conference recommend to Government the desirability of adopting on all railways the forms* A and B as printed

* Vide pages xlix—li of appendix K

Agreed to without dissent

The recommendation on Question No 2 (Introduction of a 'coolie' class on Indian railways) was then taken into consideration

Resolution No 56
(Vide para XXVII, appendix K.)

Proposed by Mr W B Wright, seconded by Lieutenant-Colonel H D Olivier, R E —

That the consideration of Question No 2 relating to the introduction of a coolie class on Indian railways be deferred

Agreed to without dissent

The recommendation on Question No 7 (Proposed modification in the rules regarding the concession to school children) was next taken up for consideration

Resolution No 57
(Vide para XXVIII, appendix K.)

Proposed by Lieutenant-Colonel G F Wilson, R E, seconded by Mr J Lightfoot —

That paragraph 1 against item 4 of appendix P to the Proceedings of the Railway Conference of 1899 should read as follows —

When in parties of not less than 4, which number may, in the case of children, include attendants in charge (one person for each party), shall be allowed to travel in the next higher class to that for which they pay fares and 3rd class for half the third class fare, on production of a certificate signed by the Head Master or Mistress or Principal of the school or college to which they belong. Children under 12 and above 3 years of age to be charged half the concession fares. Return tickets are not granted. Each party must travel together in the same train, but not necessarily in the same class of carriage. The number of the party may be increased or decreased *en route*, provided the number does not at any time fall short of the minimum of 4

Agreed to without dissent.

[Adjourned to Monday, the 1st October 1900, at 11-30 o'clock]

The Sub-Committee appointed under paragraph xxvi, appendix K, was in session on Wednesday the 26th September 1900, and Committee No 2, appointed under Resolution No 4, on the two following days, *vide* their proceedings, appendix K

Monday, the 1st October 1900, 11-30 o'clock

The following were present —

PRESIDENT

A BRERETON, ESQ, *Director of Railway Traffic*

MEMBERS

LIEUT.-COL. G F WILSON, RE, *Manager, Oudh and Rohilkhand railway*

W B WRIGHT, ESQ, *General Traffic Manager, Indian Midland railway*

W A DRING, ESQ, *General Traffic Manager, East Indian railway*

A MUIRHEAD, ESQ, *General Traffic Manager, Great Indian Peninsula railway*

*J LIGHTFOOT, ESQ, *Officiating Manager, Eastern Bengal State railway, and delegate also for the Calcutta Port Commissioners' railway*

A E P GRAVES, ESQ, *Traffic Manager, Bengal-Nagpur railway*

W H SPALDING, ESQ, *Acting Agent, South Indian railway*

E F JACOB, ESQ, C I E, *Officiating Manager, North Western railway*

LIEUT.-COL. J BURN MURDOCH, RE., *Agent, Southern Mahratta railway*

† F DUNSTERVILLE, ESQ, *Chief Auditor, Madras railway*

SECRETARY

CAPTAIN W J MCELHINNY, RE

The following officers also attended the meeting —

‡ D H POWELL, ESQ, *Acting General Traffic Manager, Bombay, Baroda and Central India railway*

§ C J KEENE, ESQ, *Traffic Superintendent, East Coast railway*

The proceedings of the meeting held on the 25th September 1900 were read and confirmed

* Also represented the Bengal and North Western, Rohilkund and Kumaon and Bengal Doorga railways in the absence of A Izat, Esq, C I E

† Also represented the Nizam's Guaranteed State railway in the absence of E H Dwane, Esq

‡ Represented the Bombay, Baroda and Central India railway in the absence of Lieutenant Colonel H D Olivier, RE.

§ Represented the East Coast railway in the absence of W Draw, Esq.

The report (*vide* appendix K) of Committee No 2 on Questions Nos 8 15, 22, 27, 30, 33, 34, 45, and Supplementary papers Nos 2, 5, 10 and 12 was next considered

The recommendations on Supplementary paper No 12 (Applicability of Conference Regulations to railway rates when there is a competitive route partly by rail and partly by sea, the Companies controlling the latter not being parties to the Conference Regulations) were then taken into consideration

Resolution No 58

(*Vide* para. XXXIV, appendix K.) Proposed by Lieutenant-Colonel J Burn Murdoch, R E, seconded by Mr J Lightfoot —

That the answer to issue No (i) which runs as follows—

- (i) Is the Great Indian Peninsula railway bound by the Conference Regulations in regard to the notifying of rates while the other route is not so bound?
is that the Great Indian Peninsula railway is not bound by Conference Regulations

Agreed to without dissent

With reference to Issue No (ii), in the paper referred to in Resolution No 58, which reads as follows—

Should not the Southern Mahratta railway, who control the West of India Portuguese route, decline to throughbook by that route by rates other than those notified in accordance with Conference Regulations?

Resolution No 59.

(*Vide* para XXXV, appendix K) it was proposed by Mr. J Lightfoot, seconded by Lieutenant-Colonel G. F Wilson, R E —

- (1) That Conference Rule 32 does not prohibit immediate replies being made to competitive rates quoted by railways or combined steamer and railway routes which are not parties to the Conference, and railways parties to the Conference throughbooking with such outside routes shall, for the information of all railways parties to the Conference, immediately furnish sufficient information to all railways interested to enable replies to be furnished.
- (2) Also that railways so booking with outside routes should, as far as possible, endeavour to make them conform with Rule 32, but nothing in the Railway Conference Rules is intended to make a railway surrender its natural advantages connected with a sea or river route

The Conference divided on the proposal. As, however, some of the delegates who had voted in Committee were not present, the voting as shown in the proceedings of the Committee was taken as the voting of the Conference on this proposal

<i>Ayes—49 votes</i>		<i>Noes—37 votes</i>	
	Votes.		Votes
J Burn Murdoch (S M ry)	6	A Muirhead (G I P. ry)	8
E H Dwane (Nizam's ry)	4	W B Wright (I M ry)	5
W Drew (E C ry)	4	D ff Powell (B, B & C I. ry)	9
J Lightfoot (E B and C P Cs' rys.)	7	E F Jacob (N W ry)	10
G F Wilson (O & R ry)	6	F Dunsterville (Madras ry.)	5
A E P Graves (B N ry)	6		
A Izat (B & N W, R & K and B D rys)	8		
W H Spalding (S I ry)	5		
J Stuart (A B. ry)	3		

[Mr. W A Dring (E. I. ry) did not vote]

Proposal *agreed to*

The consideration of the recommendation on Question No 18 (Reconsideration of Regulation 54 (d) of the Railway Conference of 1899) was then proceeded with.

Proposed by Lieutenant-Colonel J Burn Murdoch, R E, seconded by Lieutenant-Colonel G F Wilson, R. E — Resolution No 60.
(Vide para XXXVII, appendix K)

That the first sentence of Regulation 54 (d) which reads as under—

Unpacked bicycles and tricycles when accompanying the owner as luggage shall be carried as one maund and two maunds, respectively, but at the sole risk of the owner and not subject to the free allowance. They shall be carried at railway risk, packed, at parcel rates on actual weight, subject to a minimum as for one maund for bicycles and two maunds for tricycles

be modified as follows —

Unpacked bicycles and tricycles shall be charged as for one maund and two maunds, respectively, and shall be carried at the sole risk of the owner. When accompanying the owner as luggage, they shall not be subject to the free allowance

Agreed to without dissent

The recommendation on Question No 15 (Proposed concession rates for the carriage of animals of Circus troupes other than horses) and Supplementary paper No 5 (Proposed modification in the concession rate for horses of Circus troupes) was then taken up for consideration

Proposed by Mr W A Dring, seconded by Mr E F Jacob, C I E — Resolution No 61
(Vide para XLI, appendix K)

That the question as to the charges for the carriage of Circus troupes is one for special arrangement as traffic offers, and that item 1 of appendix P to the Conference Proceedings of 1899 be amended accordingly

Agreed to without dissent

The consideration of the recommendation on Question No 22 (Proposed modification in the rules regarding the concession to ministers, missionaries, etc) was then proceeded with

Proposed by Mr W H Spalding, seconded by Mr F Dunsterville — Resolution No 62
(Vide para XLII, appendix K)

That item 13 of appendix P to the Conference Proceedings of 1899 be amended to read as follows —

That ministers and missionaries, if not less than four in number, shall be allowed to travel first class on payment of second class fare and second class on payment of the next lower class fare, when travelling on business connected with the order or society to which they belong, if provided with a certificate to that effect from the Secretary or other recognized managing official of the society

Agreed to without dissent.

The recommendation on Question No 27 (Conveyance of mail bags containing money under the weightment system) was then taken into consideration

Proposed by Mr A E P Graves, seconded by Mr D ff Powell — Resolution No. 63
(Vide para XLIII, appendix K)

That the Government of India be asked to require the Postal Department to declare the contents of mail bags carried under the weightment system when containing treasure, and to pay freight on them at the special rates quoted for Government treasure

Agreed to without dissent

The recommendation on Question No. 30 (Carriage of human ashes by rail) was then considered

Resolution No. 64
(*Vide* para. XLIV, appendix K)

Proposed by Mr W A Dring, seconded by Mr D ff Powell —

That the replies to issues (a) and (b) which read as under—

(a) Whether it is desirable to carry human ashes by railway, and, if so,

(b) What regulations as to packing should be observed and what rates should be charged

be as follows —

(a) That it is desirable

(b) That air-tight cases are essential, ordinary parcels rates being charged and pre-payment being made compulsory

Agreed to without dissent

The recommendation on Question No 33 (Rules for the interchange of intermediate and third class privilege tickets over railways in India) was next taken up for consideration

Resolution No. 65
(*Vide* paras XLVI and XLVII, appendix K)

Proposed by Mr J Lighthfoot, seconded by Lieutenant-Colonel G F Wilson, R E —

That the rules as printed at pages lxxxii and lxxxiii of the Proceedings of the Railway Conference of 1899 may apply to open line employes temporarily employed on construction, but not to additional staff specially engaged for construction purposes

That, subject to the exception made in favour of open line men temporarily employed, privilege tickets cannot be granted to employes on construction, the police postal, telegraph or any department other than employes actually engaged on a railway and paid in full by the railway administration

Amendment proposed by Mr W B. Wright, seconded by Mr A. Muirhead —

That there be no alteration in the rules passed at the last Conference for the interchange of privilege tickets. This Conference, however, records that it is not intended that privilege tickets be granted under those rules to the police, postal, telegraph or any other employe not actually engaged on a railway and paid for in full by the railway administration

The Conference divided on the amendment :—

<i>Ayes—22 votes</i>		<i>Noes—61 votes</i>	
	Votes		Votes.
A Muirhead (G I P ry)	8	J Burn Murdoch (S M ry)	6
W B Wright (I M ry)	5	C J Keene (E C ry)	4
D. ff Powell (B, B & C I ry)	9	J Lightfoot (E. B, C I' Cs' B & N W, R. & K and B D. rys)	15
		G F Wilson (O & R ry)	6
		A. E P Graves (B. N ry.)	6
		E F Jacob (N W ry)	10
		F Dunsterville (Madras and Nizam's rys)	9
		W. H. Spalding (S. I ry)	5

[Mr. W. A Dring (E I ry) did not vote.]

	Votes
J Burn Murdoch (S M ry)	6
C J Keene (E C ry)	4
J Lightfoot (E B, C P Cs', B & N W, R & K. and B D rys)	15
G F Wilson (O & R ry)	6
A E P Graves (B N ry)	6
E F Jacob (N W ry)	10
F Dunsterville (Madras and Nizam's rys)	9
W H Spalding (S I ry)	5

. Proposal *agreed to*

Proposed by Mr J Lightfoot, seconded by Mr E F Jacob, C I E —

That the railways, while recognizing the defects complained of, would beg to be allowed to state that the matter is constantly under enquiry and will continue to receive attention, also that all practical precautions possible have, as far as the railways are aware, been adopted. They will, however, welcome any practical suggestion which will tend to improvement, and further suggest that Government be asked to refer the question to the Committee of Locomotive and Carriage Superintendents, which, it is understood, will shortly assemble, for special report, also to appoint a special Committee of experts to consider the question and to offer a suitable reward for the best means of preventing thefts from wagons

Agreed to without dissent

Proposed by Mr A Muirhead, seconded by Mr. W. B Wright —

That in lieu of the coupon suggested in paragraph 8 of appendix U of Conference

000	Bombay TO POONA	SECOND CLASS	Rs 7-8-0.	-----	Return coupon (Not transferable.) To be exchanged for a second class ticket within six months	Poona to Bombay No.	000
-----	-----------------------	--------------	-----------	-------	--	------------------------	-----

Proceedings of 1899, *vide* Resolution 70, a ticket, as
per specimen on the margin, might be adopted,

Agreed to without dissent.

The recommendation on Supplementary paper No. 2 (Facilities for the issue of tickets for circular tours to residents in India) was then considered

Resolution No 68

(Vide para LI, appendix K.)

Proposed by Mr. J. Lightfoot, seconded by Mr W. A Dring —

That Messrs Thomas Cook and Son be asked to draw up a list of tours they would propose for adoption, and to submit them to the Secretary of the Railway Conference for circulation to the Standing Committee, this Conference being of opinion that they may be able to agree to Messrs Thomas Cook and Son's

• Vide appendix M

terms* as regards such tours as may be acceptable provided that it can be shewn that the proposals will not interfere with existing traffic, and that it is clearly understood that the object of the proposal is to develop a new traffic

Agreed to without dissent

The consideration of the recommendation on Question No. 45 (Assimilation of the leave rules in operation on the several railways in India) was then proceeded with

Resolution No 69

(Vide para LII, appendix K)

Proposed by Mr W H Spalding, seconded by Mr A Muirhead —

That the draft of a uniform set of leave rules, the whole or any portion of which may be adopted by Indian railways, as formulated by Sub-Committee and approved of by Committee No 2, be approved of by this Conference and submitted for the favourable consideration of the Government of India and the Boards of Directors of the different railways

Agreed to without dissent

Resolution No 70

(Vide para LIII appendix K)

Proposed by Mr C J Keene, seconded by Mr J Lightfoot —

That the form† submitted by the Sub Committee referred to in paragraph XVI of the Proceedings of Committee No 1 be approved of by the Conference

† Vide annexure No 2, appendix K

Amendment proposed by Mr J Lightfoot, seconded by Mr F Dunster-ville —

That the form be adopted subject to such modifications as may be agreed upon subsequently by the members of the Sub-Committee after any reference found necessary by the auditors of the several railways concerned and made direct to either Messrs Dwane, Dunster-ville or Lightfoot at their respective head-quarters. Any railway not communicating with the Sub Committee before January 1st will be considered as having no objection, and in case of any railway disagreeing with Sub Committee, the form will be referred by them to the Standing Committee, who must reply within two months

Amendment *agreed to* without dissent

On Question No 12 (The desirability of excluding from the Conference Regulations all rules relating to rates and fares which are not binding) being next taken up for consideration, it was decided that owing to the Conference for next year being constituted on new lines, it need not be considered.

Resolution No 71

Proposed by Mr A E P Graves, seconded by Mr D ff Powell —

That the rules as passed by this Conference be given effect to from 1st January 1901

Agreed to without dissent

Resolution No 72

Proposed by Mr W H Spalding, seconded by Lieutenant-Colonel J Burn Murdoch, R E —

That the best thanks of the Conference be given to Mr Brereton for the consideration he has shown to the delegates in all matters affecting the work of this Conference, and also to Captain McElhinny, R E, the Secretary, for the assistance he has invariably given to all the members

Carried unanimously

The work of the Conference being over, the President addressed the meeting as follows —

GENTLEMEN,

We have now disposed of all the business of this Conference and you are, I think, to be congratulated on the speedy and harmonious manner in which the work has been done

For my own part, I desire specially to thank Mr Izat, Colonel Wilson and Mr Lightfoot, the Chairmen of the Committees, for the able and businesslike manner in which they conducted the proceedings, and so relieved me of much work as President, and I think great credit is due to all the delegates and other gentlemen who attended the Conference for the thorough manner in which every question was considered and settled. So complete was the work done in Committee that when the full Conference assembled nothing remained but to accept the resolutions proposed, and these were, with few exceptions, agreed to without discussion or dissent

I think we have reason to be pleased with the satisfactory settlement of the question of voting powers to be allotted to the various railways, more especially if it leads ultimately to the Conference Regulations being made binding on all railways

One of the most important changes which you have recommended is that the Conference shall be held yearly and reconstituted with your own President and Secretary. If after reference to your Boards this proposal is agreed to, it will take some time before the new arrangements can be brought into force. In the meantime the work of the Secretary will be carried on as hitherto by the Under Secretary to the Government of India

With these few remarks, Gentlemen, I declare this Conference closed

A BRERETON,

Chairman

APPENDICES

Appendix A.

(*Vide* RESOLUTION NO 1)

Abstract of cases referred to the Standing Committee of the Conference under clause (d) of Resolution 51 of the Railway Conference of 1899 and decisions recorded thereon

No 1

Whether under Regulation 28 which lays down that the minimum rate between junctions shall be fixed by the railway or railways owning the shorter route—

- (a) It is permissible for two or more railways to quote a rate by a longer route between or *via* any two junctions not situated on the same railway which is lower than the rate in force between those junctions by the shortest route
- (b) Whether Regulation 28 also applies when the two stations between which the rate is quoted are not junctions and are not situated on the same railway
- (c) Whether in the event of the answer to (b) being in the negative, it is not an evasion of the rules for two or more railways to combine and quote a rate between stations, which is lower than the rate by the shortest route, and
- (d) Whether such evasion of the rules should not be treated under Regulation 32 (f), traffic carried under these rates being dealt with under Regulation 29

The question has been held over for decision at the Conference of 1900, *vide* No 40 on the list in appendix C

No 2

Whether Regulation 46 (c), which lays down the minimum charge for treasure, applies also to copper coins

The question has been held over for decision at the Conference of 1900, *vide* No 39 on the list in appendix C

No 3

The Madras railway which had dissented from Regulation 53 (h), but had accepted Regulation 32 and also Resolution 51 of the Railway Conference of 1899, notified in advice No 12, dated 20th December 1899, certain rates in contravention of Regulations 32 and 53 (h). The Great Indian Peninsula and Southern Mahratta railways which were concerned and which had adopted both the regulations and the resolution referred to replied by changing their rates, also in contravention of those regulations. The points for decision were—

- (a) Is the Madras railway advice No 12, dated 20th December 1899, in order?
- (b) If the reply to (a) is in the affirmative, are the Great Indian Peninsula and Southern Mahratta Railways in order in treating the Madras railway as not a party to Conference Regulations within the meaning of Resolution 51 of the Railway Conference of 1899? If so, can the advices of these railways take effect from the dates notified therein?

The first question was answered in the negative by a majority of railways whose votes amounted to considerably over $\frac{2}{3}$ of the votes of railways who voted on the proposal. Even some of the railways who answered the first

question in the affirmative held that the Madras railway could not increase its own proportion of charge in a through parcel at the expense of other railways without their consent

No 4

What period of time should be covered by the word "immediately" in Regulation 35 (c) ?

The question has been held over for decision at the Conference of 1900, *vide* No 35 on the list printed in appendix C

No 5.

Whether the "N B" to Regulation 7 applies only to coaching stock or to goods stock as well

The question has been held over for decision at the Conference of 1900, *vide* No 41 on the list printed in appendix C

No 6

How are the "hire charges" referred to in Regulation 11 (c) to be calculated ?

The question has been held over for decision at the Conference of 1900, *vide* No 42 on the list printed in appendix C

No 7

Whether Regulation 14 (c) authorizes the levy of a special rate for the first 48 hours of 4 annas for every 10 miles, or requires that nothing should be charged for the first 48 hours, provided the total hire payable is not less than 4 annas for every 10 miles

The question has been held over for decision at the Conference of 1900, *vide* No 43 on the list printed in appendix C

No 8

A passenger booked from Allahabad to Hardwar *via* Cawnpore travelled *via* Saharanpur, not having been detected at Cawnpore or at Aligarh

The points for decision are—

- (a) Whether under Regulation 37 the fare from Cawnpore to Lhaksar *via* Saharanpur should be debited to joint expenses at Cawnpore, the first junction which allowed the mistake to occur, or to Cawnpore and Aligarh, also,
- (b) Whether the fare should be debited to the first junction only even in cases in which junctions beyond the one committing the mistake are not common to the railways first concerned, *e.g.*, a passenger booked from Bombay to Bareilly *via* Itarsi, Tundla and Aligarh, but who travelled *via* Fatehabad, Rutlam and Tundla.

The question has been held over for decision at the Conference of 1900, *vide* appendix B to Question No 17 on the list printed in appendix C.

No 9

Whether the rules for the interchange of intermediate and 3rd class privilege tickets printed at pages LXXXII and LXXXIII of the Proceedings of the Railway Conference of 1899 are applicable only to open line employes, or also to persons employed on construction works.

The question has been held over for decision at the Conference of 1900, *vide* No 33 on the list printed in appendix C

Appendix B

(Vide RESOLUTION No 1.)

No 55, dated the 21st June 1900

From—The Secretary, Railway Conference,

To—The Agents, East Indian, Indian Midland, Great Indian Peninsula, Bombay, Baroda and Central India, Southern Mahratta and South Indian railways, the Agents and Chief Engineers, Bengal-Nagpur, Bengal Central, Bengal and North-Western, Rohilkund and Kumaon and Assam-Bengal railways, the Agents and Managers, Madras and the Nizam's Guaranteed State railways, the Managers, North Western, Oudh and Rohilkhand, Eastern Bengal and East Coast railways, the Secretary, Calcutta Port Commissioners' railway, the General Manager and Chief Engineer, Darjeeling-Himalayan railway, the Resident Engineer and Agent, Barsi Light railway

With reference to paragraph 1 of Railway Conference letter No 10,* dated the 20th February 1900, I am directed to inform

* Not printed

you that it has been decided that the Railway Conference shall re-assemble at the Public Works Department Secretariat, Simla, at 12 noon on Monday the 10th September 1900

2 I am to add that the President will be glad to receive the name of the delegate who will represent your railway at the Conference

Appendix C

(*Vide* RESOLUTION NO 1.)

No 99, dated the 27th August 1900

From—The Secretary, Railway Conference,

To—The Agents, East Indian, Indian Midland, Great Indian Peninsula, Bombay, Baroda and Central India, Southern Mahretha and South Indian railways, the Agents and Chief Engineers, Bengal-Nagpur, Bengal Central, Bengal and North-Western, Rohilkund and Kumron and Assam-Bengal railways, the Agents and Managers, Madras and the Nizam's Guaranteed State railways, the Managers, North Western, Oudh and Rohilkhand, Eastern Bengal and East Coast railways, the Secretary, Calcutta Port Commissioners' railway, the General Manager and Chief Engineer, Darjeeling-Himalayan railway, the Resident Engineer and Agent, Barsi Light railway

With reference to Railway Conference letter No 43,* dated the 30th May 1900, I have the honour to forward a

* Not printed

revised list of questions for decision at the

Railway Conference to be held on the 10th September 1900 and following days, and to request that it may be substituted for the list * circulated with Railway Conference letter * No 10, dated 20th February 1900

2 Papers relating to the subjects mentioned in the list have already been circulated

Appendix C—continued

[Enclosure to Railway Conference letter No 99 of 1900]

List of questions circulated for decision at the Railway Conference of 1900

Question No	Subject.
1	Scale of voting powers
2	Introduction of a 'cooly' class on Indian railways
3	Reconsideration of rates and conditions for the carriage of foreign railway materials and stores, excluding coal (Schedule C to the Government of India Circular No 8 Ry, dated 4th May 1895)
4	Limitation of the period within which audit adjustments of through traffic accounts shall be permissible
5	Reweighment of coal at junctions when there is a break of gauge and consequent transhipment or even when there is no break of gauge
6	Modification of Rules 4, 102, 180 and 181 of the General Rules for open lines
7	Proposed modification in the rules regarding the concession to school children
8	Reconsideration of Regulation 54 (d) of the Railway Conference of 1899
9	Proposed concession for the carriage of exhibit on goods and of horses and ponies attending shows
10	Simplification of parcel rates
11	Proposed concession for commercial travellers' luggage
12	The desirability of excluding from the Conference Regulations all rules relating to rates and fares which are not binding
13	Demurrage on wagons sent for back loading a particular class of traffic
14	Reconsideration of Regulation 35 (d) of the Railway Conference of 1899
15	Proposed concession rates for the carriage of animals of Circus troupes other than horses
16	Reconsideration of the basis on which Regulations 13 to 16 of the Railway Conference of 1899 were framed
17	Reconsideration of Regulation 37 of the Railway Conference of 1899
18	Procedure to be adopted in the remission of wharfage charges at joint stations
19	Treatment of passing, interchange and local traffic in the division of joint station expenses
20	Proposed modification of Regulation 14 (d) of the Railway Conference of 1899.
21	Reconsideration of Regulation 31 (b) of the Railway Conference of 1899
22	Proposed modification in the rules regarding the concession to ministers, missionaries, etc
23	Recovery of excess fares and excess charges
24	Proposed charge for the haulage of empty trucks over foreign railways

Appendix C—concluded

*List of questions circulated for decision at the Railway Conference of 1900—
concluded*

Question No	Subject
25	Reconsideration of Regulation 21 (a) of the Railway Conference of 1899
26	Power of railway administrations to recover undercharges
27	Conveyance of mail bags containing money under the weighment system
28	Reconsideration of Regulation 32 of the Railway Conference of 1899
29	The establishment of a yearly Conference with a paid Secretary and office staff
30	Carriage of human ashes by rail.
31	Proposed modification in the rule regarding the concession to cricket teams
32	Revision of rates for the haulage of special trains for high officials of Government
33	Rules for the interchange of intermediate and third class privilege tickets over railways in India
34	Adoption of measures to make goods vehicles more secure than they are at present so as to prevent thefts of grain from running trains
35	Interpretation of Regulation 35 (e) of the Railway Conference of 1899
36	Refund of overcharges by railway administrations
37	Revision of the existing form of requisition, and the adoption of a special form of ticket, for the haulage of special trains, etc., for high officials of Government
38	Reconsideration of Resolution 51 of the Railway Conference of 1899
39	Interpretation of Regulation 46 (c) of the Railway Conference of 1899
40	Interpretation of Regulation 28 of the Railway Conference of 1899.
41	Interpretation of the "N B" to Regulation 7 of the Railway Conference of 1899.
42	Reconsideration of Regulation 11 (c) of the Railway Conference of 1899
43	Interpretation of Regulation 14 (c) of the Railway Conference of 1899
44	The endorsing of invoices to indicate whether consignments are carried at railway or owner's risk
45	Assimilation of the leave rules in operation on the several railways in India

Appendix D

(Vide RESOLUTION NO 1)

No G—2794, dated the 21st August 1900

From—The General Manager and Chief Engineer, Darjeeling-Himalayan railway,

To—The Secretary, Railway Conference

In reply to your letter No 55 of the 21st June last, I have the honour to state that this Company's Board of Directors do not consider it necessary that this railway should be represented at the Conference of 1900

No 2101, dated the 26th August 1900

From—The Acting Agent, Barsi Light railway,

To—The Secretary, Railway Conference

In reply to your No 55 of 21st June 1900, I have the honour to state this railway will not be represented at the ensuing Railway Conference, as Mr Alexander, the Resident Engineer and Agent, is in England

I John Monthermer Montague of Jalpaiguri being the Manager and Engineer-in-Chief of the Bengal Dooars Railway Company, Limited, and entitled to two votes hereby appoint Alexander Izat, Agent and Chief Engineer of the Bengal and North Western railway, as my Proxy to vote for me and on my behalf at the Railway Traffic Conference to be held on the 10th day of September 1900 and at any adjournment thereof

As witness my hand this 29th day of August 1900.

Witness—

HARENDRA LALL ROY,

Accountant, Bengal Dooars ry.,

MANAGER'S OFFICE,

29th August 1900

(Sd) J. M. MONTAGUE,

Manager and Engineer-in-Chief,

Bengal Dooars Railway Compy, Ltd

29th August 1900

One annex stamp

N.B.—The following telegram having been received from the Secretary Calcutta Port Commissioners' railway, on the 11th September 1900, Mr J Lightfoot Officiating Manager, Eastern Bengal State railway, represented the Calcutta Port Commissioners' railway from the same date

"The Commissioners in meeting yesterday approved their being represented at Conference by Mr Lightfoot."

Appendix E

(*vide* RESOLUTION NO 1)

List of delegates

Railway (in alphabetical order)	DELEGATE	
	Name	Designation
Assam Bengal	J Stuart, Esq	Traffic Manager
Bengal and North-Western (a)	A Izat, Esq, C I E	Agent and Chief Engineer
Bengal Dooars (a)	A Izat, Esq, C I E	Agent and Chief Engineer, Bengal and North Western railway
Bengal Nagpur	A E P Graves, Esq	Traffic Manager
Bombay, Baroda and Central India (including Rajputana Malwa) (b)	Lieut.-Col H D Olivier, R E	Agent
East Coast (c)	W Drew, Esq	Officiating Manager
Eastern Bengal	J Lightfoot, Esq (d)	" "
East Indian	W A Dring, Esq	General Traffic Manager
Great Indian Peninsula (e)	A Muirhead, Esq	" " "
Indian Midland	W B Wright, Esq	" " "
Madras	F Dunsterville, Esq	Chief Auditor
Nizam's Guaranteed State (f)	E H Dwane, Esq	" Accountant and Auditor
North Western	E F Jacob, Esq, C I E	Officiating Manager
Oudh and Rohilkhand	Lieut.-Col G F Wilson, R E	Manager
Rohilkund and Kumaon (a)	A Izat, Esq, C I E	Agent and Chief Engineer
Southern Mahratta	Lieut.-Col J Burn Murdoch, R E	Agent
South Indian	W H Spalding, Esq	Acting Agent.

(a) Was also represented by Mr J Lightfoot, Offg Manager, Eastern Bengal State railway during the absence of Mr A Izat, C I E

(b) Was also represented by Mr D ff Powell Acting General Traffic Manager, Bombay, Baroda and Central India railway during the absence of Lieutenant Colonel H D Olivier R E

(c) Was also represented by Mr C J Keene, Traffic Superintendent, East Coast railway, during the absence of Mr W Drew

(d) Also represented the Calcutta Port Commissioners' railway with effect from the 11th September 1900, *vide* note at foot of page vii *ante*

(e) Was also represented by Mr W B Wright, General Traffic Manager, Indian Midland railway, during the absence of Mr A Muirhead

(f) Was also represented by Mr F Dunsterville, Chief Auditor, Madras railway, during the absence of Mr E H Dwane

Appendix F.

(Vide RESOLUTION NO 1)

*List of supplementary papers circulated for consideration at the
Railway Conference of 1900*

1. Interpretation of Regulation 20 (b) and (c) of the Railway Conference of 1899
2. Facilities for the issue of tickets for circular tours to residents in India.
3. Reconsideration of Regulation 7 of the Railway Conference of 1899
4. Proposed modification of Regulation 3 (b) of the Railway Conference of 1899
5. Proposed modification in the concession rate for horses of Circus troupes
6. Mode of crediting demurrage charges on foreign coaching stock realized from passengers under the tariff rules
7. Note by Mr J Lightfoot on the advisability of establishing an Indian Railway Clearing House and on other matters
- *8. Reconsideration of Regulation 19 (e) of the Railway Conference of 1899
- *9. Introduction of annual for half-yearly inspections of railways.
- *10. Proposed alteration in the form of passenger tickets
- *11. Power of railway administrations to refuse claims under a Regulation classed by the Railway Conference as binding
- *12. Applicability of Conference Regulations to railway rates when there is a competitive route partly by rail and partly by sea, the Companies controlling the latter not being parties to the Conference Regulations
- *13. Power of railways to respond by notifying competitive rates for traffic in regions other than those affected by the rates first notified

* Added after the 10th September 1900 by order of the President

Appendix G

(Vide RESOLUTION NO 1.)

 Sub-Committee No 1

Questions regarding interchange of rolling-stock, establishment of a yearly Conference, etc

Nos 6, 13, 16, 20, 24, 25, 29, 32, 41, 42 and 43, and supplementary papers Nos 1, 3, 4, 6, and 7, and also Questions Nos 38 and 12, if not disposed of by the full Committee at the opening of the Conference

 Sub-Committee No 2.

Questions concerning rates and fares, audit matters and leave rules

Nos 3, 4, 5, 14, 17, 18, 19, 21, 23, 26, 28, 35, 36, 37, 39, 40, 44 and 45

 Sub-Committee No. 3

Questions regarding concessions and minor matters

Nos 2, 7, 8, 9, 10, 11, 15, 22, 27, 30, 31, 33 and 34, and supplementary papers Nos. 2 and 5

Appendix H

(Vide RESOLUTION NO 5)

Scale for votes on mileage basis—

Not exceeding 250 miles	1 vote	Above 1,500 to 2,000 miles	6 votes
Above 250 to 500 „	2 votes	„ 2,000 to 2,500 „	7 „
„ 500 to 750 „	3 „	„ 2,500 to 3,000 „	8 „
„ 750 to 1,000 „	4 „	„ 3,000 „	9 „
„ 1,000 to 1,500 „	5 „		

Scale for votes on freight ton-mileage basis—

Not exceeding 10 million freight ton-miles	1 vote	Above 250 million to 400 million freight ton-miles	7 votes
Above 10 million to 50 million freight ton-miles	2 votes	Above 400 million to 600 million freight ton-miles	8 „
Above 50 million to 100 million freight ton-miles	3 „	Above 600 million to 800 million freight ton-miles	9 „
Above 100 million to 150 million freight ton-miles	4 „	Above 800 million to 1,000 million freight ton-miles	10 „
Above 150 million to 200 million freight ton-miles	5 „	Above 1,000 million to 1,500 million freight ton-miles	11 „
Above 200 million to 250 million freight ton-miles	6 „	Above 1,500 million freight ton-miles	12 „

Railway	Mileage, open and under construction on the 31st December 1899	Half number of votes on mileage basis	Actual freight ton mileage for 1899	Half number of votes on freight ton mileage basis	Total number of votes for each delegate
East Indian	2,253½	3½	1,941,958,431	6	10
North Western	3,762½	4½	942,182,580	5	10
Bombay, Baroda and Central India	2,883½	4	915,825,308	5	9
Bengal and North Western	1,336½	2½	165,120,535	2½	8
Rohilkund and Kumaon	285	1	28,377,217	1	
Bengal Doonars	153	½	1,032,780	½	
Great Indian Peninsula	1,560½	3	790,200,469	4½	8
Eastern Bengal	1,048½	2½	237,724,111	3	7
Calcutta Port Commissioners'	8½	½	1,006,686	½	
Southern Mahratta	1,592½	3	177,254,853	2½	6
Bengal Nagpur	1,399	2½	240,417,180	3	6
Oudh and Rohilkhand	1,149½	2½	222,274,119	3	6
Indian Midland	1,238½	2½	169,174,112	2½	5
Madras	996	2	177,597,604	2½	5
South Indian	1,313	2½	116,545,035	2	5
His Highness the Nizam's Guaranteed State	735½	1½	125,594,486	2	4
East Coast	807½	2	102,637,439	2	4
Assam Bengal	735½	1½	37,427,040	1	3

Appendix J

(Vide RESOLUTIONS 6 TO 20 AND 33 TO 44)

Proceedings of Committee No I, on the 11th September 1900,
at 11-30 A M

The time of meeting was altered to 11-30 from 11 to allow officers to attend to the current work of their respective railways in the morning

PRESENT

LIEUTENANT-COLONEL G F WILSON, R E, <i>Oudh and Rohilkhand railway, Chairman</i>	LIEUTENANT-COLONEL J BURN MURDOCH R E, <i>Southern Mahratta railway</i>
MR A MUIRHEAD, <i>Great Indian Peninsula railway</i>	MR F DUNSTERVILLE, <i>Madras railway</i>
MR W B WRIGHT, <i>Indian Midland railway</i>	MR E H DWANE, <i>Nizam's Guaranteed State railway</i>
MR J LIGHTFOOT, <i>Eastern Bengal State railway and Calcutta Port Commissioners' railway</i>	MR W DREW, <i>East Coast railway</i>
MR A IZAT, C I E, <i>Bengal and North-Western, Rohilkund and Kumaon and Bengal Dooars railways</i>	MR W H SPALDING, <i>South Indian railway</i>
LIEUTENANT-COLONEL H D OLIVIER, R E, <i>Bombay, Baroda and Central India railway</i>	MR A E P GRAVES, <i>Bengal-Nagpur railway</i>
MR E F JACOB, C I E, <i>North Western railway</i>	MR W A DRING, <i>East Indian railway</i>
MR J STUART, <i>Assam-Bengal railway</i>	MR A W U POPE, <i>Oudh and Rohilkhand railway, Secretary</i>

Also attended—

MR F B HEBBERT, <i>Consulting Engineer</i>	MR D H POWELL, <i>Bombay, Baroda and Central India railway</i>
MR R BAGNALL, <i>Bengal and North-Western railway</i>	MR M WRENCH, <i>Indian Midland railway</i>

I—It was unanimously agreed that each question shall be decided on a bare majority of votes, each delegate recording the number of votes registered against the railway he represents as per Resolution No 2 of Proceedings of Railway Conference of 1900, the Chairman having one casting vote over and above the votes registered against his railway to be used in case of ties in voting.

II—It was also unanimously agreed that Committees No 1 and No 2 be called Committees and not Sub-Committees, with power to appoint Sub-Committees to report on special minor questions

Question No 6

III—Question No 6 of the agenda was considered, viz., the modifications of rules 4, 102, 180 and 181 of the General Rules for open lines

(a) Read rule 4 and its proposed modification in printed Question No. 6

Proposed by Mr Jacob—That rule 4 stand as it is for the following reasons—

- (i) The existing rule appears to the Committee to provide sufficient precautions for the working of the train following system and no apparent necessity has been shown to exist for the proposed alteration
- (ii) It would be difficult for the first clause of the new rule to be complied with, as the staff at a station or signal box cannot always assure the driver of a train that the line on which he is to travel is "absolutely clear of trains and all other known impediments," and such an assurance, if given, might cause misapprehension. Riding and material trolleys can at any time be placed on the line between stations
- (iii) With regard to the proposed new rule (ii) (a), the alteration, if made, would have to be adopted by all railways to which the General Rules have been applied, including, some branch or light railways worked on the "train staff and ticket system," where telegraph lines have not been constructed and no communication exists that would enable one station to ascertain that there is a clear line in the station yard ahead for the reception of the preceding train

Modifications of rules 4, 102, 180 and 181 of General Rules for open lines

(Vide also paras VIII and XIV)

Appendix J—contd

- (iv) Rule (ii) (b) would preclude a *following* train being started, although the necessity may only arise after one train has actually left the station and before it has reached the next, while such a rule would have a tendency to cause the train staff with the first train to neglect to carry out the rules for the protection of trains stopped between stations, if according to their time they supposed a *following* train was not due at that spot, which might cause an accident.

Modifications of rules 4, 102, 180 and 181 of the General Rules for open lines—(continued)

Mr Jacob's proposal was carried *

* *Vide* Resolution No 6

(3) *Read rule 102 and its proposed modification in printed Question No 6*

Mr Muirhead put in a proposal which will be printed and considered at a future meeting

(c) *Read rules 180, 181 and 182 and the proposed alterations thereto in printed Question No 6*

Proposed by Lieutenant-Colonel Olivier—That the proposed new rule 180 be rejected and the amalgamation of rules 181 and 182 be not carried into effect, for the following reasons —

- (i) The general application of the use of lighted fusees as signals is considered to be somewhat premature in this country, but if any railway administration can be induced to try what is at present an experimental procedure, there is nothing in the General Rules to prevent such railway issuing the instructions to its staff as a subsidiary rule, and when its value under the varying conditions prevailing in India has been proved on several railways the rule might be introduced generally
- (ii) In a dry part of India the lighted fusee might set fire to valuable jungle and timber. In other parts where jungle fires all along the line are constantly burning, a driver might omit to see the fusee or he might take the lighted jungle to be a fusee light and stop his train thereby causing loss of time and detention. In a wet district or during the monsoon the fusee would be very likely to be extinguished by falling into water or by heavy rain

Lieutenant-Colonel Olivier's proposal was carried †

† *Vide* Resolution No 8

Question No 13.

IV—Question No 13 of the agenda was considered, *viz*, demurrage on wagons sent for back loading a particular class of traffic

Demurrage on wagons sent for back loading a particular class of traffic.

Proposed by Mr Dring—That it be recorded that demurrage is not leviable under existing regulations on wagons sent for back loading a particular class of traffic

1st amendment by Mr Muirhead—Wagons sent for back loading a particular class of traffic other than in response to a call under Conference Regulations are, in the absence of special arrangements, subject to hire and demurrage in accordance with Conference Regulations. No alteration in existing rules is required

2nd amendment by Mr Lightfoot—That the supply of wagons by a railway for the carriage of its own coal is a private arrangement outside Conference Rules and should be paid for at a rate per diem to be mutually agreed upon. The rate of hire should from time to time be modified unless the coal-supplying railway arranges to give another railway its fair proportion of wagons as a member of the ordinary public. If such fair proportion be not obtained, hire should be increased proportionately

3rd amendment by Mr Jacob—That demurrage is leviable on wagons sent by special arrangement for back loading a particular class of traffic, but the Committee recognises the difficulty which exists in the coal traffic, and therefore in the case of this traffic only, considers the payment specified in 16 (c) should be calculated at twice instead of four times the hire specified in Regulation 14 (a)

The 3rd amendment by Mr Jacob was carried †
36 voted for the amendment and 14 against it.

† *Vide* Resolution No 9.

Question No 16

Consideration of Question No 16 was postponed to the next sitting, awaiting papers to be put forward by Mr. Izat (*Vide* also paras IX, XI and XVI)

Appendix J—*contd.*

Question No 20

V — Question No 20 in the agenda was considered.

Mr Muirhead proposed—

Goods vehicles carrying passengers or live-stock of any kind or coaching stock, however loaded, not fitted with the automatic vacuum brake (accepted and worked by goods trains) booked through shall be charged for as per clause (a) of the Regulation and shall not be treated as coaching vehicles

*1st amendment by Mr Wright—*That the following be added to 13 (b) —
That half hire shall also be charged on coaching stock loaded or empty not fitted with the automatic vacuum brake when accepted and worked on goods trains

*2nd amendment by Mr Lightfoot—*That Rules 13 and 14 of Conference Regulations remain unaltered in regard to vehicles not fitted with vacuum brake.

The 2nd amendment was put to the meeting and carried *

68 voted for the 2nd amendment and 13 against it.

VI — Appendix A to Question No. 20 was considered

Mr Wright proposed the following revision of Regulation 14 (d) —

Goods vehicles carrying passengers or live-stock of any kind booked through shall be considered as of a carrying capacity of 6 tons for the standard gauge and 4 tons for the metre gauge, and charged for on that tonnage as per clause (a) of this Regulation

*Amendment by Mr Lightfoot—*That in lieu of Conference Regulation 14 (d) of 1899, Conference Regulation 14 (c) of 1893 be adopted

Mr Lightfoot's amendment was put to the Committee and lost

Mr Wright's original proposal was carried† on a show of hands.

* *Vide Resolution No 10*

† *Vide Resolution No. 11*

2nd Meeting, 12th September 1900, at 3 P M

Mr H Wenden, Manager, Great Indian Peninsula railway, also attended the meeting

VII — The minutes of meeting No. 1 were read and confirmed

Question No 6—(continued).

VIII — Mr Muirhead's proposals regarding the modification of General Rule 102 were considered and the discussion was postponed to the next meeting on the forenoon of the 13th September 1900

Mr. Muirhead's proposal —

Rule 102 (modified)—

On double line — When a Home signal is at danger or "on" no train must pass it or foul the points or crossings to which it applies except—

(a) When there is a calling-on arm.

(b) When the signal is defective (see rule 108)

(c) When single line working is in operation during an obstruction.

On single line — (1) When a Home signal protecting a junction is at danger or "on" no train must pass it or foul the crossings or points to which it applies except—

(a) When there is a calling-on arm

(b) When the signal is defective (see rule 108).

(*Vide also paras. III and XIV.*)

Appendix J—*contd*

(ii) When a Home signal other than one protecting a junction described in clause (i) above is at danger or "on" no train must pass it or foul the crossings and points to which it applies except—

- (a) Where there is a calling-on arm
- (b) When the signal is defective (see rule 108)
- (c) When it is necessary to admit a train upon a road for which a signal is not provided and then only after such train has been brought to a dead stop and the driver directed to do so by hand signals displayed by a railway servant appointed in this behalf by the authorised officer

Note.—Facing points at either end of stations are not considered as junctions within the meaning of clause (i) of this rule

Rule 103 (modified)—

On double line—When a starting signal is at danger or "on" no train must pass it or foul the points or crossings to which it applies except—

- (a) Where there is a shunting arm
- (b) When the signal is defective (see rule 108)
- (c) When single line working is in operation during an obstruction
- (d) When for shunting purposes and where a shunting arm is not provided the driver is directed to do so by hand signals displayed by a railway servant appointed in this behalf by the authorised officer

On single line—Same as above for double line, but omitting clause (c)

Question No 16—(continued)

IX—Question No 16 postponed from the 1st meeting was discussed and Mr Izat's note was considered.

Mr Izat's note—

Rate for hire of stock.
(Vide also paras XI and XVI)

It is understood that the Conference of 1899 in altering the charges for stock running on foreign lines from "Mileage" to "Hire per hour" desired to hasten the running of stock over foreign lines and expedite its return to parent lines

This the rules adopted fail to achieve

The number of hours allowed free before demurrage can be charged is generally greater under the new rules of 1899 than what it was previously (compare columns A and C of the attached statement) and the time which stock appears to be actually absent from the parent line, according to the experience of the Rohilkund and Kumaon railway, is not much less than the free time allowed under the old rules

The "hire" for wagon under the new rules for distances over 100 miles is very much less than what the charges would be under the old rules

For distances less than 100 miles the charges under the old and new rules are much the same—see columns D and E of the attached statement.

The new rules are thus entirely in favour of foreign lines, and the charge for hire is so low and the free time so great before demurrage can accrue, that foreign lines have practically no interest in returning stock back quickly to parent lines

The latter are thus deprived of their stock generally at the time when they most require it for their own line, and that for a pittance which is altogether inadequate and in no way recompenses them for what the stock would earn on their own lines,

The apparent object of the Conference of 1899 in altering the rules has thus not been attained, and the new rules are quite unsuitable for parent lines.

SIMLA,

11th September 1900 }

ALEXANDER IZAT.

Appendix J—contd

Memo. showing actual charges for wagons running on foreign lines under the Conference previously

Statement showing the hire and demurrage charges on

Scale of distance	From	To	MILEAGE AND DEMURRAGE UNDER OLD RULES																	Mileage at 9 pies per ton of carrying capacity per hour			
			Carrying capacity	Number of vehicles	Weight carried.	Distance from junction	Ton miles.	Total distance run (outward and return journeys)	Number of hours ascent from parent line	FREE ALLOWANCE						Number of hours detained beyond the free time	Mileage at 1 pie per ton mile.						
										For unloading at destination	For reloading at destination	Allowance for Dudwa branch	Cross traffic	Running at 5 miles an hour	Total number of hours free								
Miles			Tons	No	Tons	Miles		Miles	Hrs	Hrs	Hrs	Hrs	Hrs	Hrs	Hrs	Hrs	Rs	A	P	Rs	A	P	
20	Aishbagh	Ajjain	6	1	5	21	105	42	49	36	..				9	45	4	0	5	0	1	2	0
30	"	Unao ...	6	1	5	30	150	60	40	36					12	48		0	8	0			
40	"	Kamalpur	7	1	7	39	273	78	21	35	24				16	76		0	14	0			
50	"	Khairabad	10	1	3	50	150	100	20	36	24				20	80		0	8	0			
60	"	...																					
70	Aishbagh	Hargaon	7	1	7	69	483	138	28	36	24				28	88		1	8	0	...		
80	"	Lakhimpur	7	1	6	82	492	164	52	36	24				33	93		1	9	0			
90	"	Pherdhan	7	1	7	91	637	182	35	36					37	73		2	0	0			
100	"	Gola	8	1	6	103	618	206	30	36	24				42	102		1	15	0			
110	Daliganj	Tulsipur	8	1	8	112	896	224	72	36				..	45	81		2	13	0	...		
120																							
130		...																					
140	Aishbagh	Palia	10	1	3	138	414	276	78	36	24				56	116		1	5	0	...		
150	"	Sonaripur	10	1	10	150	1,500	300	68	36		24			60	120		4	11	0	..		
160	"	Pilibheet	7	1	7	161	1,127	322	54	36	24				65	125		3	8	0			
170	Daliganj	Gorakhpur	10	1	8	167	1,336	334	85	36					67	103		4	3	0			
180	"	Chour Choura	10	1	9	182	1,638	364	97	36		..			73	109		5	2	0	.		
190	Aishbagh	Shahamatganj	10	1	5	191	955	382	77	36					77	113		3	0	0	..		
200	"	Kas-Ganj	10	1	10	199	1,990	398	145	36			12	80	128	17		6	4	0	8	0	0
300	"	Agra Fort	10	1	6	302	1,812	604	131	36			12	121	169			5	11	0			
400	"	Ulwar	10	1	7	400	2,800	800	170	36			12	160	208			8	12	0			
500	"	Ajmere	10	1	8	503	4,024	1,006	243	36			12	202	250			12	9	0	...		
600	"	Jodhpur ..	10	1	9	609	5,481	1,218	282	36			12	244	292			17	2	0	...		
700	"	Palampur	10	1	7	724	5,068	1,448	242	36			12	289	377	..		15	13	0			
800	"	Veramgam	10	1	9	805	7,245	1,610	338	36			12	322	370			22	10	0			
900	"	Rajkote	10	1	10	922	9,220	1,844	185	36			12	369	417			28	13	0	.		

(a) Calculated under rule 14 (c) of Conference Regulations of 1899.

(b) Do. do. (b) do. do do do

Appendix J—contd

ules of 1899, as compared with what the charges would have been under the Rules force

igons according to old and new Conference Rules

HIRE AND DEMURRAGE UNDER NEW RULES

HIRE AND DEMURRAGE UNDER NEW RULES																										
Carrying capacity		Number of hours absent from present line		Short distance allowance		Number of hours on which hire is due		Tons of carrying capacity per hour		Distance from Aishbagh junction		Total distance run (outward and return journeys)		FREE ALLOWANCE						Number of hours detained beyond the free time		Hire at 4 pie per ton of carrying capacity per hour		Demurrage at 3 1/2 pie per ton of carrying capacity per hour		REMARKS.
Tons	Hrs.	Hrs	Hrs	Tons	Miles	Miles.	Hrs	Hrs	Hrs	Hrs	Hrs.	Hrs	Hrs.	Hrs	Hrs.	Hrs	Hrs.	Rs.	A.	P	Rs.	A.	P			
													C	E												
6	49	48	1	Nil	21	42	36		48		9	93	Nil	0	9	0	(a)	The calculations under the new rules are taken from actual cases that have occurred in 1st half of 1900								
6	40	48	Nil	"	30	60	36		48		12	96	"	0	9	0										
7	21	48	"	"	39	78	36	24	48		16	124	"	0	12	0										
10	20	48	"	"	50	100	36	24	48	"	20	128	"	0	15	0										
7	28	48	Nil	Nil	69	138	36	24	48	22	28	158	Nil.	1	5	0										
7	52	48	4	"	82	164	36	24	48	24	33	165	"	1	11	0	Those under the old rules are calculated for distance to the nearest even number in tens and hundreds and are generally for less distances than the actual distances with which they are compared.									
7	35	48	Nil	"	91	182	36		48		37	121	"	1	14	0										
8	30	Nil	30	240	103	206	36	24	"	"	42	102	"	1	0	0						"				
8	72	"	72	576	112	224	36			24	45	105	"	2	6	0						"				
"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"						"	"			
10	78	Nil	78	(b) 156	138	276	36	24			56	116	"	0	10	0	"	* Ferry allowance over Sardah temporary bridge								
10	68	"	68	680	150	300	36			{ *23 } 24	60	143	"	2	13	0	"									
7	54	"	54	378	161	322	36	24		8	65	133	"	1	9	0	"									
10	85	"	85	850	167	334	36			9	67	112	"	3	9	0	"									
10	97	"	97	970	182	364	36				73	109	"	4	1	0	"									
10	77	"	77	770	191	382	36			24	77	137	"	3	3	0	"									
10	145	"	145	1,450	199	398	36			24	80	140	5	6	1	0	0 13 0									
10	131	"	131	1,310	302	604	36	"		24	121	181	Nil	5	7	0	"									
10	170	"	170	1,700	400	800	36				160	196	"	7	1	0	"									
10	243	"	243	2,430	503	1,006	36			24	202	262	"	10	2	0	"									
10	282	"	282	2 820	609	1,218	36			24	244	304	"	11	12	0	"									
10	242	"	242	2 420	734	1,448	36				289	325	"	10	1	0	"									
10	338	"	338	3,380	805	1,610	36			"	322	358	"	14	1	0	"									
10	185	"	185	1,850	922	1,844	36			24	369	429	"	7	11	0	"									

ALEXANDER IZAT,
Agent and Chief Engineer,
Rohilkund and Kumaon railway

F WELSH,
Auditor, Rohilkund and Kumaon railway.

Appendix J—*contd*

Proposed by Mr Jacob—That the rate of hire fixed in Conference Regulations 13 to 16 of 1899 for the use of goods stock be increased by 25 per cent, subject to revision after another year's experience

The discussion was carried over to the next meeting

**3rd Meeting, 13th September 1900,
at 11-30 A M**

X—The minutes of meetings Nos 1 and 2 were read and confirmed

Question No 16—(continued)

XI—The discussion on Question No 16, postponed from the 2nd meeting, was resumed

Amendment by Mr Dring—

Mr Dring proposed—That the consideration of Question No 16 of the present Conference, so far as standard gauge goods stock is concerned, be not further proceeded with at present, it being impossible owing to the abnormal nature of the past season's traffic, to say, so far, what has been the result of the working of the new rules, and that the matter be reconsidered a year hence either in full Conference or by the Standing Committee

Mr Dring's amendment was carried*—

Ayes—44 votes

Noes—40 votes

	Votes		Votes
G F Wilson (O and R ry)	6	A E P Graves (B N ry)	6
A Muirhead (G I P ry)	8	J Stuart (A B ry)	3
W A Dring (E I ry)	10	E F Jacob (N W ry)	10
J Burn Murdoch (S M ry)	6	A Izat (B & N W, R & K and B D	8
W B Wright (I M ry)	5	rys)	
F Dunsterville (Madras ry)	5	W Drew (E C ry)	4
E H Dwane (Nizam's ry)	4	H D Olivier, (B, B & C I ry)	9

[Mr J Lightfoot (E B and C P Cs' rys) and Mr W. H Spalding (S. I ry) did not vote]

XII—*Proposed by Mr Lightfoot*—That Regulation 14 (a) of Conference Regulations of 1899 be revised by the omission of the words "on the standard gauge and 8 pie on the metre gauge"

Mr Lightfoot's proposal was carried†

Conference Regulation 14 (a) will, therefore, read thus—

Amended 14 (a)—The ordinary rate of payment for the use of goods stock shall be one pie per hour per ton of carrying capacity and such payment shall be called "hire"

XIII.—*Proposed by Mr Lightfoot*—That Regulation 16 (a) of Conference Regulations of 1899 be revised by the omission of the words "standard gauge and one hour for every five miles for metre gauge"

Amendment by Lieutenant-Colonel Olivier—That Regulation 16 (a) remain as it is

Lieutenant-Colonel Olivier's amendment was carried

Question No 6—(concluded)

XIV—*Consideration of Mr Muirhead's proposal regarding the modification of General Rule 102 was resumed*

(Vide also paras
IX and XVI)

Rate for hire of
stock

* Vide Resolution
No 12

† Vide Resolution
No 13.

(Vide also paras
III and VIII)

Appendix J—contd

Amendment by Lieutenant-Colonel Olivier—That clause (b) of rule 102 read as follows —

Main signal at "danger" 102 When a main signal is at "danger" or "on," Modification of General Rule 102.
 then— General Rules for Railway

(a) if it is placed at a junction, no driver of a train to which such signal applies shall take the train past the signal, and

(b) in any other case, no driver of a train shall take the train past the signal, or allow the train to foul the points to which the signal applies unless the train is brought to a stand and then signalled past by hand by a railway servant appointed in this behalf by an authorized officer

Lieut -Col Olivier's amendment was carried *

* *Vide* Resolution No. 7

4th Meeting, 14th September 1900,
at 3 P M

XV —The minutes of meeting No 3 were read and confirmed

Question No 16—(concluded)

XVI —With reference to minute No XI of meeting No 3

Rate for hire of stock.

Proposed by Mr Jacob—The object being to ascertain what the return was on wagons sent to a foreign line under the old rules as compared with that under the new, also whether the time wagons were absent was greater under the old or new rules, it is proposed that actual statistics be taken out for the months of April 1899 and 1901 (1) under the old rules, (2) under the new rules, and be submitted by all railways, parties to the Conference, to the Secretary, Railway Conference, not later than 1st August 1901, short and long distance traffic, that is, under and over 100 miles being separately dealt with, and that a Sub-Committee composed of Messrs Lightfoot, Dursterville and Dwane be appointed and requested to draw up a form† for the approval of the Committee, in which the required information can be recorded

(*Vide* also paras IX and XI)

† *Vide* annexure No 2 to appendix K pages lxvii to lxx

Mr Jacob's proposal was carried‡ *nem con*

‡ *Vide* Resolution No 14

Question No 24

XVII —*Proposed by Lieutenant-Colonel Olivier*—That when empties are hauled over an intermediate railway in transit to another for purposes other than back loading, the charge for the haulage should be limited to one pie per ton of carrying capacity per mile

Proposed charge for the haulage of empty trucks over foreign railways

1st amendment by Mr Wright—

(*Vide* also para XIX)

The charge for the haulage of empty trucks over foreign railways being already laid down in schedule C to the Government of India Circular No 8 Railway, dated the 4th May 1895, which has been accepted by most railways, this question must therefore form part of the larger one under Question No 3 relating to the consideration of rules and conditions for the carriage of railway materials and stores, excluding coal.

2nd amendment by Mr Muirhead—

That Question No 24 being a matter of a rate on another railway, this Committee is not competent to deal with the question

Mr Muirhead's amendment was lost

52 voted against it and 33 for it

Mr Muirhead's proposal having been lost, the discussion on Question No 24 was resumed

Appendix J—contd

5th Meeting, 17th September 1900,
at 11 30 A.M

Mr Wenden, Manager, Great Indian Peninsula railway, left Simla, and Mr C J Keene, Traffic Superintendent, East Coast railway, attended the meeting

XVIII —The minutes of meeting No 4 were read and confirmed

Question No 24—(concluded)

Proposed charge for the haulage of empty trucks over forwarding railways

(Vide also para XVII)

XIX —*Third amendment by Mr Jacob*—That when empties are hauled over an intermediate railway in transit to another for purposes other than back loading, the charge for the haulage is a matter for mutual arrangements between railways, but in the opinion of the Committee not more than two annas per standard gauge vehicle and $1\frac{1}{2}$ annas per metre gauge vehicle per mile should be charged

The Committee divided on the 3rd amendment —

Ayes—41 votes.		Noes—29 votes	
	Votes		Votes
E F Jacob (N W ry)	10	A Muirhead (G I P ry)	8
A Izat (B & N W, R. & K and B D rys)	8	A E P Graves (B N ry)	6
H D Olivier (B, B & C I ry)	9	G F Wilson (O and R ry)	6
J Lightfoot (E B & C P Cs' rys)	7	W B Wright (I M ry)	5
W Drew (L C ry)	4	E H Dwane (Nizam's ry)	4
J Stuart (A B ry)	3		

[Lieutenant-Colonel J Burn Murdoch, R E (S M ry), Mr W A Ding (E I ry), Mr F Dunsterville (Madras ry.), and Mr W H Spalding (S I ry) did not vote]

The 3rd amendment was carried*

* Vide Resolution No 15

Modification of Regulation 21 (a) re call for wagons by forwarding railway

(Vide also paras XXXIII and XL)

Question No 25.

XX.—*Proposed by Mr Muirhead*—That—

- (21) (b) When a forwarding railway has a less number of wagons on the receiving railway than will establish a call under 21 (a), or if it is entitled to call under 21 (a) and does not call but is unable to provide wagons for the through traffic offering to foreign lines, it may call on the connected railway or railways over which the traffic is to pass to provide stock to meet the demand. If the railway or railways on whom this call is made elect to meet the call, the forwarding railway shall pay for stock so lent double the hire and demurrage charges provided in Regulation 23. The intermediate railway or railways over which such stock may run shall pay hire and demurrage for such stock as provided in Regulation 23.
- (c) During the period the forwarding railway is unable to meet all demands for through traffic to other lines whether the traffic so offering is for a line on the same gauge or not, it shall allot to the through traffic for the foreign line or lines not less than one quarter of its total stock should that number be required for foreign traffic which shall be divided proportionately according to the traffic offering for different railways

It was decided to postpone the discussion to the next meeting of the Committee

Question No 32.

Haulage charges for special trains for high officials

XXI —*Proposed by Lieutenant-Colonel Olivier*—That the rates proposed in paragraph 3 of the note by the Secretary of the Railway Conference, Question No 32, as accepted by the East Indian railway, be recommended for adoption for the standard gauge in the case of the officials referred to in paragraphs 2 and 7 of the same note (but not Native Chiefs) and the following rates be adopted for the metre gauge —

- I—For a special train of not more than nine ordinary coaching vehicles, including two brake-vans, to be used for luggage, the minimum charge shall be Rs 2 per mile with a minimum total charge of Rs 150,

Appendix J—*contd*

II—That a bogie carriage shall be reckoned as two ordinary vehicles ,

III—That an additional charge shall be made of 4 annas per mile for each ordinary vehicle and 6 annas per mile for each bogie carriage in excess of nine ,

IV—That for an additional engine there shall be a further charge of Rs 2-0-0 per mile ,

and that the existing demurrage charges for detentions and stoppages *en route* and empty haulage charges as laid down in paragraph I of Government of India Circular No 7 Railway of 5th September 1894, be adhered to

Lieutenant-Colonel Olivier's proposal was carried * Mr Dwane (Nizam's ry) only dissenting * *Vide Resolution No 16.*

XXII—*Proposed by Mr. Muirhead*—That the Committee venture to hope, as such low rates have been recommended for the officials concerned, that they will further the public and the railway convenience by travelling by special train whenever practicable.

Mr Muirhead's proposal was carried† *nem con*

† *Vide Resolution No 17*

Question No. 41 and Supplementary paper No 3.

XXIII.—*Proposed by Mr Lightfoot*—That the N. B paragraph to Regulation 7 does apply to both coaching and goods stock.

Interpretation of the "N B" to, and Reconsideration of, Regulation 7 as the allowance of 12 hours for stock unavoidably detained at junction owing to misconnection of trains

Mr Lightfoot's proposal was carried†

XXIV—*Proposed by Mr. Wright*—That Rule 7 should be modified so as to read as follows — † *Vide Resolution No 18*

7(a) For hiring purposes, all stock shall be considered "at home" when it reaches the junction with the foreign railway, and "from home" when it leaves the junction or after 12 hours from time of arrival, payment for the use of vehicle being calculated from the time the vehicle leaves the junction of the parent railway, provided that if a vehicle is detained at the junction with the parent railway more than 12 hours from the time of arrival till despatch, the time for payment by the railway to which it is passing shall count from after 12 hours from the time of its arrival at the junction, as entered in the number-taker's book

(b) At any junction other than that of the parent railway, all stock shall, subject to (c), be considered as handed over when entered in the number taker's book at the junction station, and it shall be so entered directly it is put into lines or sidings in which such stock is usually placed for that purpose, or at such time and in such ways as may be arranged between the railways forming the junction

(c) Stock shall not be considered as accepted by the railway on to which it is going at any junction station until it and the load it may contain are in a condition to be taken on by the railway on to which it is going, and hire and other charges, if any, shall be paid by the railway bringing it to the junction until it is put into that condition

(d) Except as otherwise provided for in these Regulations, all vehicles, of whatever railway, handed to any railway at a junction on the outward journey, shall be accepted and dealt with only as vehicles of the railway which brings them to the junction, and vehicles which are returned to a junction on the home-ward journey shall be treated as vehicles of the railway to which they are so returned

Amendment by Mr Lightfoot—

That the existing Regulation 7 stand as it is with the omission of the N B. paragraph.

Mr. Lightfoot's amendment was carried§

§ *Vide Resolution No 19*

Appendix J—*contd*

Question No 42

Reconsideration of
Regulation No 11 (c)
Penalty for missend
g

XXV —*Proposed by Lieutenant-Colonel Wilson*—That the following be added to Regulation 11 (c) —The hire charge shall be calculated by taking one hour for every 6 miles of the correct route

* *Vide* Resolution
o 20

Lieutenant-Colonel Wilson's proposal was carried*

A W U. POPE,

Secretary

18th September 1900

G F. WILSON, *Lt.-Col., R E.*,

Chairman

The proceedings of Committee No I on Questions Nos 6, 13, 16, 20, 24, 32, 41, 42 and Supplementary paper No. 3 are submitted to the full Conference for consideration and confirmation

G. F. WILSON, *Lt.-Col., R E.*,

Chairman.

19th September 1900.

Appendix J—*contd.*

6th Meeting, 18th September 1900,
at 3 P M

XXVI.—The minutes of meeting No 5 were read and confirmed

Question No 25—(*continued*).

XXVII—Consideration of Question No 25 was still further postponed to the next meeting (Vide also paras XX, XXXIII and XL)

Question No. 43

XXVIII—*Proposed by Mr Lightfoot* —

That clause (c) of Regulation 14 does not authorize the imposition of a special rate for the first 48 hours of 4 annas for every 10 miles or fraction thereof and does require that no charge should be levied for the first 48 hours, provided the total hire payable is not less than 4 annas for every 10 miles or fraction thereof, also that the following example be recorded as the correct interpretation Short distance
charge free of hire

A fully loaded 16-ton wagon booked to a station, 28 miles from junction, is returned empty and is absent 62 hours in all

Deduct 48 hours from total absence and upon remainder charge hire and demurrage or minimum whichever is greater.

Example—

(1) Wagon absent	.	62 hours.
(2) Deduct 48 hours free	...	48 „
		—
(3) Leaving for hire purposes	.	14 „
(4) The free allowances under next Rule are—		
Running	...	10 hours.
Unloading		36 „
		—
Total	..	46 „

There is consequently no demurrage due upon 14 hours' absence

- (5) The minimum charge for 30 miles = Re 0-12-0
- (6) The hire charge for 14 hours = Rs 1-3-0
- (7) Minimum is exceeded and therefore hire is payable

Mr Lightfoot's proposal was carried*.

* Vide Resolution
No 33

Supplementary paper No 1

Damage to stock
Regulation 20.

XXIX—*Proposed by Mr Spalding*—That the words "period allowed" in clause (c) of Regulation 20 means the 10 days referred to in clause (a) *plus* the time occupied in the conveyance of materials for repairs referred to in clause (b).

Mr Spalding's proposal was carried†.

† Vide Resolution
No. 34.

XXX.—*Proposed by Mr Jacob*—That in addition to the free allowance as prescribed in clause (a) of this Regulation, the time which elapses until material required for repairs from the parent line is received (provided that an indent for

Appendix J—contd

such material is despatched to the parent line within 48 hours of the time at which damage occurs) shall be allowed free of hire and demurrage in the case of damaged stock of one railway repaired on the line of another railway.

Amendment by Mr. Spalding—That the 10 days' free allowance granted in Regulation 20 be extended to 15

Mr Spalding's amendment was lost

Mr. Jacob's original proposal was put to the meeting and carried*

* *Vide* Resolution No. 35.

Supplementary paper No 4

XXXI —*Proposed by Mr Wright*—That the following addition be made to Regulation 3 (b) —

This Regulation is not applicable to the fixed minimum loads laid down in Regulation 14 (b)

Amendment by Mr Dring—That Regulation 3 (b) remain as it is

Mr Dring's amendment was carried†

Calculation of fractions.

† *Vide* Resolution No 36.

7th Meeting, 20th September 1900, at 11-30 A M

Mr Muirhead, Great Indian Peninsula railway, was absent owing to illness, Mr. Wright voted as his proxy

XXXII —The minutes of meeting No 6 were read and confirmed

Question No. 25—(continued).

Modification of Regulation 21 (a) as to call for wagons by forwarding railway (Vide also paras XX and XL)

XXXIII —Mr Muirhead's original proposal was amended as below and further postponed for discussion at the next meeting

Mr Muirhead's amended proposal—That—

(21) (b) When a forwarding railway has a less number of wagons on the receiving railway than will establish a call under 21 (a), or if it is entitled to call under 21 (a) and does not call but is unable to provide wagons for the through traffic offering to foreign lines, it may call on the connected railway or railways over which the traffic is to pass to provide stock to meet the demand. If the railway or railways on whom this call is made elect to meet the call, the forwarding railway shall pay for stock so lent double the hire and demurrage charges provided in Regulation 23. The intermediate railway or railways over which such stock may run shall pay hire and demurrage for such stock as provided in Regulation 23

(c) During the period the forwarding railway is unable to meet all demands for through traffic to other lines whether the traffic so offering is for a line on the same gauge or not, it shall, provided the traffic offering is not less than 24 tons and the lead for such traffic over the forwarding railway is not less than 25 miles, allot at each station to the through traffic for the foreign line or lines not less than one quarter of the total stock available for the day at such stations should that number be required for foreign traffic which shall be divided proportionately according to the traffic offering for different railways

Appendix J—*contd*

1st amendment by Mr Lightfoot —

When a forwarding railway is unable to provide stock for foreign traffic and is not entitled to call for vehicles in terms of this Resolution, it shall (provided the quantity of traffic is in excess of 24 tons at each or any station) immediately advise all foreign railways interested, and it shall be optional for such railways to arrange, among themselves, to supply a sufficient quantity of stock at the junction, to enable the forwarding railway to receive in exchange for each wagon sent to junction with such traffic as many wagons as will equalize stock, in proportion to the distance to be travelled over the home and foreign lines

It was decided to postpone the discussion to the next meeting of the Committee

Question No 29

Establishment of
a yearly Conference

XXXIV—*Proposed by Mr Spalding and seconded by Mr Dring* —

That the discussion of Question No 29 be taken up in full Conference

Amendment by Mr Lightfoot and seconded by Lieutenant-Colonel Olivier —

That issue (a) of Question No 29 be now discussed

The Committee divided on the amendment —

<i>Ayes—62 votes</i>		<i>Noes—27 votes</i>	
	Votes		Votes
J Burn Murdoch (S M ry)	6	W A Dring (E I ry)	10
E H Dwane (Nizam's ry)	4	A E P Graves (B N ry)	6
W B Wright (I M and G I P rys)	13	G F Wilson (O & R ry)	6
H D Olivier (B, B & C I ry)	9	W H Spalding (S I ry)	5
J Lightfoot (E B and C P Cs' rys)	7		
E F Jacob (N W ry)	10		
A Izat (B & N W, R & K and B D rys)	8		
F Dunsterville (Madras ry)	5		

[Mr W Drew (E C ry) and Mr J Stuart (A B ry) did not vote]

The amendment was carried

XXXV—*Proposed by Lieutenant-Colonel Olivier and seconded by Lieutenant-Colonel Wilson* — That a yearly Conference be held with a paid Secretary and office staff, that the latter have their head quarters at Simla, but that the Conference be held each year at such place as may be determined on at the previous Conference

Lieutenant-Colonel Olivier's proposal was carried,* the voting being as follows — * *Vide* Resolution No 37

<i>Ayes—53 votes</i>		
		Votes
J Burn Murdoch (S M ry)		6
E H Dwane (Nizam's ry)		4
W Drew (E C ry)		4
E F Jacob (N W ry)		10
H D Olivier (B, B & C I ry)		9
J Lightfoot (E B ry)		6
G F Wilson (O & R ry)		6
F Dunsterville (Madras ry)		5
J Stuart (A B ry)		3

Appendix J—contd

[Mr W A Dring (E I ry), Mr W B Wright (I M and G I P rys), Mr W H Spalding (S I ry.), Mr A Izat, C I E, (B and N W, R & K and B D rys), Mr A E P Graves (B N ry), and Mr J Lightfoot (C P Cs' ry) did not vote]

It was decided by the Committee to proceed with the discussion on issues (b) and (c)

Proposed by Lieutenant-Colonel Burn Murdoch and seconded by Lieutenant-Colonel Olivier —

That the administrations of the various railways recommend Government or their Boards to contribute towards the cost of keeping up the necessary permanent establishment, the cost being apportioned between the several railways in direct proportion to their voting powers. The approximate cost is believed to be about Rs 260 per vote per annum

Amendment proposed by Mr Wright and seconded by Mr Izat —

That the proportion of the cost of keeping up a permanent Conference establishment, which would be payable by those railways who are already charged a fixed rate for Government supervision and control, shall be borne by Government out of such fixed charge

The Committee divided on the amendment, which was lost on a show of hands. The Committee then divided on the original proposal —

Ayes—58 votes		Noes—8 votes	
	Votes		Votes
J Burn Murdoch (S M ry)	6	A Izat (B & N W, R & K and B D rys)	8
E H Dwane (Nizam's ry)	4		
W Drew (E C ry)	4		
H D Olivier (B, B & C I ry)	9		
J Lightfoot (E B ry)	6		
G F Wilson (O & R ry)	6		
E F Jacob (N W ry)	10		
F Dunsterville (Madras ry)	5		
W H Spalding (S I ry)	5		
J Stuart (A B ry)	3		

[Mr W A Dring (E I ry), Mr W B Wright (I M and G I P rys), Mr A E P Graves (B N ry), and Mr J Lightfoot (C P Cs' ry) did not vote]

* *Vide* Resolution No 38 Proposal was carried *

Supplementary paper No 6

Mode of crediting demurrage charges on foreign stock collected from passengers XXXVI —*Proposed by Mr Dring and seconded by Mr Dwane*—That in the case of coaching stock detained under load by passengers and coming under demurrage payable by passengers under the tariff rules of the using line, the parent line shall be paid half the difference between the amount collected from the

Appendix J—contd

passengers and the hire charge under Conference Regulation 13 (a) in addition to the latter charge

The Committee voted on the proposal —

Ayes—83 votes

	Votes
J Burn Murdoch (S M ry)	6
E H Dwan (Nizam's ry)	4
W Drew (E C ry)	4
W A. Dring (E I ry)	10
H D Olivier (B, B & C I ry)	9
J Lightfoot (E B and C P Cs' rys)	7
G F Wilson (O & R ry)	6
A E P Graves (B N ry)	6
E F Jacob (N W ry)	10
A Izat (B & N W, R & K and B D rys)	8
F Dunsterville (Madras ry)	5
W H Spalding (S I ry)	5
J Stuart (A B ry)	3

[Mr W B. Wright (I M and G I P rys), did not vote]

The proposal was carried *

* *Vide* Resolution No 39

Supplementary paper No 7

Railway Clearing House

XXXVII—*Proposed by Lieutenant-Colonel Olivier and seconded by Mr Wright —*

That this Committee is of opinion that the recommendations contained in Resolution No 30 of the last Conference should be carried out in their entirety before the practicability of establishing a Central Clearing House or District Clearing Houses can be demonstrated, and that it is most important that the officer deputed should be able to visit the principal railways in India to investigate the various questions and confer with the officers of each railway before forming his conclusions

The proposal was carried† *nem con*

† *Vide* Resolution No. 40

Supplementary paper No 8

Interruption of traffic.

XXXVIII—*Proposed by Mr Graves and seconded by Mr Drew—That the following be added to Conference Regulation 19 (e) —*

Provided that any of the railways forming the diverted route may demand not less than 48 hours' notice of such diversion

Appendix J—*contd*

- 2 Hire on such diverted vehicles booked prior to a route being declared blocked shall cease from the time of the declaration of the block, or the vehicles reaching the block, and shall not recommence on the return journey until the first station be reached on the parent line side of the block, or the junction at which the vehicles were first diverted from the original booked route

Amendment by Mr Isat and seconded by Mr Jacob—That Conference Regulation 19 (e) stand as it is

The Committee divided on the amendment —

<i>Ayes—55 votes</i>		<i>Noes—19 votes</i>	
	Votes		Votes
J Burn Murdoch (S M ry)	6	A E P Graves (B V ry)	6
W B Wright (I M & G I P rys)	13	W H Spalding (S I ry)	5
H D Olivier (B, B & C I ry)	9	E H Dwyne (Nizam's ry)	4
J Lightfoot (E B ry)	6	W Drew (E C. ry)	4
E F Jacob (N W ry)	10		
A Isat (B & N W, R & K and B D rys)	8		
J Stuart (A B ry)	3		

[Mr W A Dring (E I ry), Mr J Lightfoot (C P Cs' ry), Lieutenant-Colonel G F Wilson, R E (O & R ry), and Mr. F Dunsterville (Madras ry) did not vote]

* *Vide* Resolution No 41

The amendment was carried *

8th Meeting, 21st September 1900,
at 3 P M

Mr Muirhead, Great Indian Peninsula ry, attended the meeting

XXXIX.—The minutes of meeting No 7 were read and confirmed

Question No 25—(*concl'd*)

XL.—The Committee resumed the discussion on Question No 25

Modification of Regulation 21 (a) re call for wagons
(*Vide* also paras XX & XXIII)

That—

Proposed by Mr Muirhead and seconded by Lieutenant-Colonel Olivier—

- (21) (b) When a forwarding railway has a less number of wagons on the receiving railway than will establish a call under 21 (a), or if it is entitled to call under 21 (a) and does not call but is unable to provide wagons for the through traffic offering to foreign lines, it may call on the connected railway or railways over which the traffic is to pass to provide stock to meet the demand. If the railway or railways on whom this call is made elect to meet the call the forwarding railway shall pay for stock so lent double the hire and demurrage charges provided in Regulation 23. The intermediate railway or railways over which such stock may run shall pay hire and demurrage for such stock as provided in Regulation 23.
- (c) During the period the forwarding railway is unable to meet all demands for through traffic to other lines whether the traffic so offering is for a line on the same gauge or not, it shall, provided the traffic offering is not less than 24 tons and the lead for such traffic over the forwarding railway is not less than 25 miles, allot at each station to the through traffic for the foreign line or lines not less than one quarter of the total stock available for the day at such stations should that number be required for foreign traffic which shall be divided proportionately according to the traffic offering for different railways

Appendix J—*contd**1st amendment by Mr Lightfoot and seconded by Mr Izat—*

That when a forwarding railway is unable to provide stock for foreign traffic and is not entitled to call for vehicles in terms of this Resolution, it shall (provided the quantity of traffic is in excess of 24 tons at each or any station) immediately advise all foreign railways interested, and it shall be optional for such railways to arrange, among themselves, to supply a sufficient quantity of stock at the junction, to enable the forwarding railway to receive in exchange for each wagon sent to junction with such traffic as many wagons as will equalize stock, in proportion to the distance to be travelled over the home and foreign lines

*Second amendment by Mr Dring and seconded by Mr Jacob—*That Regulation 21 (a) Stand as it is without addition

The Committee divided on the amendment —

<i>Ayes—72 votes.</i>		<i>Noes—6 votes</i>	
	<i>Votes</i>		<i>Votes.</i>
JBurn Murdoch (S M ry)	6		
E H Dwane (Nizam's ry)	4	A E P Graves (B N ry)	6
W Drew (E C ry)	4		
W A Dring (E I ry)	10		
H D Olivier (B, B & C I ry)	9		
J Lightfoot (E B and C P Cs' rys)	7		
G F Wilson (O & R ry)	6		
E F Jacob (N W ry)	10		
A Izat (B & N W, R & K and B D rys)	8		
F Dunsterville (Madras ry)	5		
J Stuart (A B ry)	3		

[Mr A Murrhead (G I P ry), Mr. W B Wright (I M ry), and Mr W H Spalding (S I ry) did not vote]

Mr Dring's amendment was carried *

* *Vide* Resolution No. 42

Supplementary paper No 9

XLI —The paper was discussed and adjourned to the next meeting.

Annual instead of half yearly inspection of railways
(*Vide* also par XLIII)

9th Meeting, 24th September 1900,
at 11-30 A M

Mr Bagnall represented the B & N W, R & K and B. D rys in place of Mr Izat

XLII —The minutes of meeting No 8 were read and confirmed

Supplementary paper No 9—(*concl'd*)

XLIII —Proposed by Lieutenant-Colonel Burn Murdoch, seconded by Lieutenant-Colonel Olivier—

Annual instead of half yearly inspection of railways

That it is recognized that the Government of India has absolute powers in regard to the inspection of railways by its appointed officers. This Committee would, however, recommend that Government be asked to bring to the notice of its Inspecting Officers that they have discretionary powers and that in many cases an annual inspection, or the equivalent, say, half the time one-half year, the other half the other half-year would suffice

Appendix J—*contd*

Amendment by Mr Jacob, seconded by Mr Drew —

That the Government of India be moved to suggest to Inspecting Officers that in most cases it would suffice to hold one formal annual inspection at which they should be accompanied by representatives of the railway, it being open to an Inspecting Officer to hold other inspections at his discretion and convenience

The Committee divided on the amendment —

<i>Ayes—41 votes</i>		<i>Noes—11 votes</i>	
	Votes		Votes
E H Dwane (Nizam's ry)	4	J Burn Murdoch (S M ry)	6
W Drew (E C ry)	4	W B Wright (I M ry)	5
H D Olivier (B, B & C I ry)	9		
G F Wilson (O & R ry)	6		
E F Jacob (N W ry)	10		
F Dunsterville (Madras ry)	5		
J Stuart (A B ry)	3		

[Mr W A Dring (E I ry), Mr R Bagnall (B & N. W, R & K. and B D rys), Mr Muirhead (G I P ry), Mr J Lightfoot (E B and C. P Cs' rys), Mr A E P. Graves (B N ry) and Mr W. H. Spalding (S I ry) did not vote]

* *Vide* Resolution
No 43

The amendment was carried *

Supplementary paper No 11.

XLIV —Supplementary paper No 11 was discussed

It was decided that the issues only without the attached correspondence be printed in the proceedings of the Committee

ISSUES.

Refusal to pay
claims under a
Conference Regula-
tion

- (a) If a railway refuse to accept a claim made under a binding Conference Regulation, should the case be referred to the Standing Committee? and if not, what procedure should be adopted?
- (b) May a railway refuse to settle a claim which, it admits, is just *under a binding Conference Regulation* by attempting to set off against it a disputed claim *not* made under a Conference Rule?

Proposed by Mr Lightfoot, seconded by Lieutenant-Colonel Wilson —

That issue (a) of Supplementary paper No 11 is governed by Resolution 51 (c) and (d) of Conference Proceedings of 1899, and that in regard to issue (b) the reply is *no*

† *Vide* Resolution
No 44

Carried† *nem con*

A W U POPE,

G F. WILSON, *Lieut.-Col, R E.,**Secretary.**Chairman.*

24th September 1900.

Appendix J—*concl'd*

The proceedings of Committee No 1 on Questions Nos 25, 43 and 29 and Supplementary papers Nos 1, 4, 6, 7, 8, 9 and 11, being the remainder of the questions apportioned to the Committee, are submitted to the full Conference for consideration and confirmation

G F WILSON, *Lieut -Col, R E,*

25th September 1900

Chairman

The minutes of meeting No 9 were confirmed at 3 P M on 24th September 1900 The form referred to in paragraph No XVI will be confirmed^a by Committee No 2

^a *Vide* para LIII, appendix K

G F. WILSON, *Lieut -Col, R E.,*

25th September 1900

Chairman

Appendix K.

(Vide RESOLUTIONS 21 TO 30, 32, 45 TO 47 AND 49 TO 70)

Proceedings of Committee No 2 on the 11th September 1900,
at 3 P M

PRESENT

MR A IZAT, C I E, *Bengal and North-Western, Rohilkund and Kumaon and Bengal
Dooars railways, Chairman*LIEUTENANT-COLONEL G F WILSON,
R.E, *Oudh and Rohilkhand railway*MR A MUIRHEAD, *Great Indian Pen
insula railway*MR W B WRIGHT, *Indian Midland
railway*MR J LIGHTFOOT, *Eastern Bengal
State and Calcutta Port Commissioners'*
*railways*LIEUTENANT-COLONEL H D OLIVIER,
R E, *Bombay, Baroda and Central India
railway*MR E F JACOB, C I E, *North Western
railway*MR J STUART, *Assam-Bengal railway*MR F DUNSTERVILLE, *Madras railway*MR E H DWANE, *Nizam's Guarant-
eed State railway*MR W DREW, *East Coast railway*MR W H SPALDING, *South Indian
railway*MR A E P GRAVES, *Bengal-Nagpur
railway*MR W A DRING, *East Indian railway*MR F B HEBBERT, *Secretary*

Also attended—

MR A W U POPE, *Oudh and Rohil-
khand railway*MR R BAGNALL, *Bengal and North-
Western railway*MR D H POWELL, *Bombay, Baroda
and Central India railway*MR J M WRENCH, *Indian Midland
railway*

Question No 4.

I—Mr Wright (I M ry) proposed—

That there be no reopening of through traffic accounts after six months from the time
the passenger fares, coaching way-bills, or goods invoices have been taken to
account in the division sheets and accepted by the respective audit offices

Mr Jacob (N W ry) proposed amendment No 1—

That it is unnecessary to fix any limit of time within which audit adjustments of
through traffic accounts may be made

The Committee divided on the amendment —

Ayes—53 votes

	Votes
E H Dwane (Nizam's ry)	4
W Drew (E C ry)	4
W A Dring (E I ry)	10
H D Olivier (B, B & C I ry)	9
G I Wilson (O & R ry)	6
E F Jacob (N W ry)	10
A Izat (B & N W and R & K. rys)	7*
J Stuart (A B ry)	3

Noes—31 votes

	Votes
A Muirhead (G I P ry)	8
W B Wright (I M. ry)	5
J Lightfoot (E B and C P Cs' rys)	7
A E P Graves (B N ry)	6
F Dunsterville (Madras ry)	5

[Mr W H Spalding (S I ry) did not vote]

Amendment agreed to†

Limitation of the
period within which
audit adjustments of
through traffic ac-
counts are permis-
sible† Vide Resolution
No 21* Excludes one vote for the Bengal Dooars railway, the voting power of which line was not determined till
12th September 1900

Appendix K—contd

Question No 5

II—Mr Muirhead having raised the question whether the issue involved was one proper for decision by the Railway Conference, it was, on a show of hands, decided by a majority in the affirmative

Proposed by Mr Jacob—

That the rates laid down in schedules A and B to Circular No 8 Railway, dated 4th May 1895, are railway risk rates, and that it should be made compulsory to reweigh coal when required either at the junction or at destination, but that a fair allowance should be made for dryage in transit and for wastage in transhipment

Reweighment of coal at junctions when there is a break of gauge and consequent transhipment or even when there is no break of gauge

(Vide also paras XIX & XX)

Amendment No 1 was proposed by Mr Muirhead—

That the Government of India should be moved to declare that the rates for full wagon loads, laid down in schedules A and B of Circular No 8 Railway, dated 4th May 1895, are at owner's risk. It is not practicable to reweigh coal at junctions or at destination

Amendment No. 2 proposed by Mr Lightfoot—

That, so far as the railway liability to the public is concerned, it be suggested that the rates in schedule A of Government of India Circular No 8 Railway, dated 4th May 1895, be made owner's risk rates, and that double those rates or the maximum rates permissible be made applicable at railway risk, all extra rates to be paid to despatching railway

In event of claims under railway risk rates, they should be paid by the despatching railway and no reweighment made

So far as the railway interest in the question of carriage of coal for its own consumption is concerned, that the question of short deliveries be arranged for in the contracts for purchase or by means of Inspectors at the mines

This amendment was lost on a show of hands

The Committee then divided on amendment No 1 —

Ayes—43 votes

Noes—46 votes

	Votes		Votes
E H Dwane (Nizam's ry)	4	W Drew (E C ry)	4
W A Dring (E I ry)	10	H D Olivier (B, B & C I ry)	9
A Muirhead (G I P ry)	8	J Lightfoot (E B and C P Cs' rys)	7
W B Wright (I M ry)	5	G F Wilson (O & R ry)	6
A E P Graves (B N ry)	6	E F Jacob (N W ry)	10
F Dunsterville (Madras ry)	5	A Izat (B & N W and R & K rys)	7*
W H Spalding (S I ry)	5	J Stuart (A B ry)	3

The amendment having been lost, the Committee divided on the original proposal —

Ayes—39 votes

Noes—43 votes

	Votes		Votes
W Drew (E C ry)	4	E H Dwane (Nizam's ry)	4
H D Olivier (B, B & C I ry)	9	W A Dring (E I ry)	10
G F Wilson (O & R ry)	6	A Muirhead (G I P ry)	8
E F Jacob (N W. ry)	10	W B Wright (I M ry)	5
A Izat (B & N W and R & K rys)	7*	A E P Graves (B N ry)	6
J Stuart (A B ry)	3	F Dunsterville (Madras ry)	5
		W H Spalding (S I ry)	5

[Mr J Lightfoot (E B & C P Cs' rys) did not vote]

Proposal lost

* Excludes one vote for the Bengal Dooars railway, the voting power of which line was not determined till 12th September 1900

Appendix K—*contd*

It was decided to continue the discussion at the next meeting of the Committee

2nd Meeting of Committee No 2 on 12th September 1900,
at 11-30 A M.

In addition to the members present on 11th September, Lieutenant-Colonel J Burn Murdoch, R E, was present Mr H Wenden, Great Indian Peninsula railway, also attended

* *Vide* also paras
II, XIX & XX

It was decided to postpone the further discussion of Question* No 5 until that on Question No 3 had been held

Question No 14

Reconsideration
of Regulation 35 (d)
of the Railway Con-
ference of 1899

III --The Chairman having invited the Committee to decide whether Conference Regulation 35 (d) applies where there is transshipment at junctions, it was decided *nem con* that the rule did apply

Mr Dring (E I ry) proposed—

That Conference Regulation 35 (d) be modified and certain sub-clauses be added so that it will read as follows —

35 (d) The above rules do not apply to damages caused by wet. In the case of goods carried in through wagons, claims on consignments loaded in covered wagons damaged by wet shall be borne in mileage proportion by all the railways over which the consignment is booked

In the case of transshipment at junctions—

- (i) For damage by wet which occurs prior to arrival at a transshipment station, and is detected there on unloading, the line or lines over which the consignment has passed since despatch, or since last transshipment, shall be responsible
- (ii) For damage by wet which occurs at a transshipment station, the joint station (if the staff is joint) shall be responsible, but, where the two lines are separately represented at a transshipment station, the line in whose possession the goods are found wet shall be liable
- (iii) For damage by wet which occurs after loading up at a transshipment station, the line or lines over which the goods are transported up to destination or next transshipment station shall be responsible

Mr Muirhead proposed amendment No. 1—

That the new sub clauses (i), (ii) and (iii) suggested by the East Indian railway should apply only in the case of consignments transhipped from one gauge to another on different systems where transshipment is on the same gauge, the damage shall be borne in mileage proportion by all the railways over which the consignment is booked

Lieutenant-Colonel Olivier proposed amendment No 2—

That Conference Regulation No. 35 (d) be allowed to remain as it is.

Appendix K—*contd*

The Committee then divided on amendment No 2 —

<i>Ayes—42 votes.</i>		<i>Noes—47 votes</i>	
	Votes		Votes
J Burn Murdoch (S M ry)	6	W A Dring (E I ry)	10
E H Dwane (Nizam's ry)	4	A E P Graves (B N ry)	6
W Drew (E C ry)	4	E F Jacob (N W ry)	10
A Muirhead (G I P ry)	8	A Izat (B & N W, R & K and B D rys)	8
W B Wright (I M ry)	5	F Dunsterville (Madras ry)	5
H. D Olivier (B, B & C I ry)	9	W H Spalding (S I ry)	5
G F Wilson (O & R ry)	6	J. Stuart (A B ry)	3

[Mr J Lightfoot (E B and C P Cs' rys) did not vote]

Amendment No. 2 having been lost, the Committee divided on amendment No 1, which was lost on a show of hands.

The Committee next divided on the original proposal —

<i>Ayes—58 votes</i>		<i>Noes—38 votes.</i>	
	Votes.		Votes.
W Drew (E C. ry)	4	J Burn Murdoch (S M ry)	6
W A Dring (E I ry)	10	E H Dwane (Nizam's ry)	4
J Lightfoot (E B and C P Cs' rys)	7	A. Muirhead (G I P ry)	8
A E P Graves (B N ry)	6	W B Wright (I M ry)	5
E F. Jacob (N W ry)	10	H D Olivier (B, B & C I ry)	9
A Izat (B & N W, R & K and B D rys)	8	G F Wilson (O & R ry)	6
F Dunsterville (Madras ry)	5		
W H Spalding (S I. ry)	5		
J Stuart (A B ry)	3		

Proposal *agreed to* *

* *Vide* Resolution
No. 22.

Question No 17

IV—Mr Jacob proposed that the Committee should express the opinion—

That under Regulation 37 it may happen that the railways owning the booked route may be entitled to a larger share of a fare than they would have earned if they had actually carried the passenger by the booked route

That the rule as it stands is perfectly clear and no modification would make it clearer

This was carried† *nem. con.*

Reconsideration
of Regulation 37 of
the Railway Con-
ference of 1899.

† *Vide* Resolution
No 23

Appendix K—*contd*

Mr Dring proposed that an example illustrating the working of the Regulation should be added

* *Vide* Resolution
No 23.

This was agreed to* *nem con.*

The following illustration was accordingly drawn up by Mr Pope and approved —

A 3rd class passenger from Howrah is booked to Lucknow, by way of the Oudh and Rohilkhand railway, from Moghal Sarai, fare over the Oudh and Rohilkhand railway being Rs 2-9 0. He is carried from Moghal Sarai to Cawnpore by way of the East Indian railway and from Cawnpore to Lucknow by the Oudh and Rohilkhand railway

The fare from Moghal Sarai to Cawnpore is Rs 2-13-0 (E I ry), the fare from Cawnpore to Lucknow is Re 0-10 0 (O & R ry).

The Oudh and Rohilkhand railway should receive the original fare from Moghal Sarai to Lucknow, Rs 2 9-0, and the fare from Cawnpore to Lucknow, Re 0-10 0, the latter being debited to joint station expenses at Moghal Sarai, and the East Indian railway should receive the fare from Moghal Sarai to Cawnpore, Rs 2-13-0, debitable to joint station expenses at Moghal Sarai

Question No 18

Procedure to be
adopted in the re-
mission of wharfage
charges at joint
stations.

V—Mr Powell proposed that a resolution be passed to the effect—

That the remission of wharfage charges on goods and parcels traffic at joint stations shall be made entirely at the discretion of the railway working the junction, the railway or railways working into the junction having equally the right to remit wharfage on its, or their, own consignments

Mr Lightfoot proposed as an amendment that the above resolution be accepted with the following additions —

That the right so given to the owner of the station shall only apply to special cases and circumstances, *e g*, when space is blocked and the value of the goods is being absorbed by the charges

† *Vide* Resolution
No 24

Mr Lightfoot's amendment was negatived, and Mr Powell's proposal carried† on a show of hands.

Question No 19

Treatment of
passing, interchange
and local traffic in
a division of joint
station expenses

VI—Mr Dwane proposed that a new clause be added to Resolution No 44 as follows —

(c) that in the case of three or more railways working into a junction, the net amount after deduction of the suitable proportion (as agreed upon by the railways concerned) of the working expenses to meet the passing traffic, be divided in the proportion of weight of the interchanged and local traffic of each railway using the junction

Mr Dring proposed amendment No 1—

That the apportionment of junction expenses is a matter for settlement between the railways concerned on a consideration of the merits of the case

Vide Resolution
25

Mr Dring's amendment was lost, and Mr Dwane's proposal carried† on a show of hands

Appendix K—contd

Question No 21

VII —Proposed by Mr Muirhead—

That an addition be made at the end of Regulation 31 (b) as follows —

When wagon rates are quoted, it should be clearly stated whether the rates apply on the full marked carrying capacity of the wagon used or not, *i.e.*, up to what weight the wagon rate applies and what rates are applicable for quantities loaded in excess of that weight

Reconsideration
of Regulation 31 (b)
of the Railway Con-
ference of 1899

This was carried* *nem con*

* *Vide* Resolution
No 26.

3rd Meeting of Committee No 2 on 14th September 1900, at 11-30 A M

The attendance was the same as at the 2nd meeting

The minutes of meetings Nos 1 and 2 were read and passed

Question No 23

VIII —Mr Muirhead proposed—

That the Conference should be invited to pass a resolution—

Recovery of excess
fares and excess
charges

That fares and all charges due by passengers which have not been recovered in the first instance at the starting station, owing to errors by station staff, shall be demanded only at destination, where endeavours should be made to recover any amounts due. Such demands shall not be made at intermediate stations

Failure to recover at destination will not relieve the forwarding station of responsibility under the existing rules

Mr Graves moved as an amendment—

That matters be left as they are

Mr Graves' amendment was lost on a show of hands

Mr Muirhead's proposal was then carried† on a show of hands

† *Vide* Resolution
No 27

Question No 26

IX —Mr Lightfoot proposed—

That no action be taken on issue No (1) as set forth in the papers on this Question laid before the Conference

Power of railway
administrations to
recover undercharg-
es

This proposal was carried† on a show of hands

X —Mr Muirhead proposed in regard to issue No (2)—

† *Vide* Resolution
No 28

That in the absence of special agreement the following rules shall apply —

In the case of goods invoices "To pay", the forwarding station shall be responsible that the correct charges are entered on the invoice for the proportion due to the forwarding railway, the receiving station shall be responsible for the proportion due to the receiving railway

For the charge due to any intermediate railway or railways, if incorrect charges have been entered on the invoice and the error remains undetected before delivery, both the forwarding railway and the railway which effects the delivery shall be responsible for the charge due to intermediate railways in equal division in all other cases the railway which effects the delivery and collects the charges shall be responsible

Appendix K—*contd*

Power of railway
administrations to
recover undercharg-
es—*concl'd*

Mr Drew moved an amendment—

That, as the overcharges collected on "To pay" consignments are retained by the receiving railway, the matter be not considered

The amendment was lost on a show of hands

* *Vide* Resolution
No. 29

Mr Muirhead's proposal was then carried* on a show of hands

Question No 28

XI—Lieutenant-Colonel Wilson proposed—

Reconsideration
of Regulation 32 of
the Railway Con-
ference of 1899.

That Conference Regulation 32 of 1899 be cancelled and Regulation 32 of 1893 be substituted, the word "20th" being altered to "15th"

NOTE—This
proposal was
not dis-
cussed at the
full Con-
ference

Mr Wright* proposed as an amendment—

That Conference Regulation 32 of 1899 should stand, with the modification that the first advices of changes of fares, rates, classifications, etc., shall be issued on the 1st of February, 1st May, 1st August, and 1st November instead of on the quarterly dates entered in Conference Regulation 32 of 1899, and that the rest of Regulation 32 be amended to bring it into conformity with this change

Rule 32 would then read as follows —

- 32 (a) Advices of all changes of rates, fares, classifications, rebates and conditions shall be issued quarterly and shall be despatched not later than the first day of the following months in each year, namely, the 1st of February, the 1st of May, the 1st of August and the 1st of November
- (b) The receiving railway or railways may despatch one advice of consequent alterations before the first day of the month following the first advice of alteration. Such consequent alterations shall apply only to rates affected by the changes notified in the first instance. These advices under (a) and (b) respectively (twelve copies, or such other number as may be agreed on) shall be sent only once quarterly to all railways with which there is through booking, a *nil* form being sent when no alteration is proposed
- (c) The railway originally notifying cannot give notice of a further change till the expiry of three months after that in which the first advice is required to be given
- (d) The rates, etc., so advised shall become operative from the first day of the third month following that in which they are required to be notified under clauses (a) and (b)

Example—

Railway A may give notice to Railway B not later than the 1st of May. The rates, etc., contained in such notice will come into force on the 1st of August.

Railway B may give notice not later than the 31st of May of consequent alterations. Such consequent alterations will also come into force on the 1st of August.

No further alterations can be brought into force on the 1st of August, but must form the subject of fresh notice under clause (a) of this Regulation

(e) With the consent of all railways interested, any railway or railways may introduce or alter through rates with immediate effect, but in the absence of such consent the procedure shall be as laid down in clauses (a) and (b) of this Regulation.

(f) Any rates notified in contravention of these regulations shall be inoperative

NOTE—The rules as to changes in rates apply to through rates. Changes in local rates may be introduced at any period, but must be notified to all railways within 14 days after date of introduction

Appendix K—contd

The Committee divided on the amendment —

<i>Ayes—51 votes</i>		<i>Noes—45 votes</i>	
	Votes		Votes
E H Dwane (Nizam's ry)	4	J Burn Murdoch (S M ry)	6
W A Dring (E I ry)	10	W Drew (E C ry)	4
A Muirhead (G I P ry)	8	J Lightfoot (E B and C P Cs' ry ^s)	7
W B Wright (I M ry)	5	G F Wilson (O & R ry)	6
H D Olivier (B, B & C I ry)	9	A E P Graves (B N ry)	6
E F Jacob (N W ry)	10	A Izat (B & N W, R & K and B D rys)	8
F Dunsterville (Madras ry)	5	W H Spalding (S I ry)	5
		J Stuart (A B ry)	3

Amendment *agreed to*

Mr Muirhead suggested that the question as to what action should be taken in the event of a railway withdrawing from this regulation should be considered This was agreed to

XII —Mr Muirhead, thereupon, proposed—

That in the event of any railway, under Conference Resolution No 51 of 1899, withdrawing from Conference Regulation 32, the railways, parties to the Conference, are not bound to accept the changes in rates notified by the withdrawing railway

This was carried,* the only dissentient being the Bengal-Nagpur railway.

* *Vide* Resolution No 32.

Question No 35

XIII —Lieutenant-Colonel Wilson proposed that in place of Conference Regulation 35 (e) reading as proposed in the papers laid before the Conference, it should read as follows —

Interpretation of Regulation 35 (e) of the Railway Conference of 1899

Any damage, deficiency, or loss must be notified to the consigning and transshipping stations by telegram tendered for despatch within six hours of the time at which the wagon is opened

This proposal was carried† on a show of hands

† *Vide* Resolution No 30.

F B HEBBERT,

Secretary

18th September 1900

A IZAT, C I E,

Chairman

The proceedings of Committee No 2 on Questions Nos 4, 14, 17, 18, 19, 21, 23, 26, 28 and 35 are submitted to the full Conference for consideration and confirmation

19th September 1900.

A. IZAT, C I E,

Chairman

Appendix K—contd

4th Meeting of Committee No 2 on 18th September 1900, at 11-30 A M

Attendance was the same as at the 2nd and 3rd meetings, except that Mr C J Keene, Traffic Superintendent, East Coast railway, was also present

Mr Wenden, Manager, Great Indian Peninsula railway, having left Simla, did not attend

The minutes of the 3rd meeting were read and confirmed

The chair was then occupied by Mr Lightfoot, at the request of Mr Izat who was interested in the subject about to be discussed

Question No 3

Reconsideration
of rates and condi-
tions for the carriage
of foreign railway
materials and stores,
excluding coal

XIV—With reference to a paper laid by Mr Izat before the Committee, since the 1st Meeting of this Committee dealing with the rates and conditions for the carriage of foreign railway coal, materials and stores, Mr Muirhead proposed—

That as the subject matter of Mr Izat's paper has not been referred to this Committee by the full Conference, the paper should not be recorded

This was agreed to

XV—Mr Dring moved—

That paragraph 8 (a) of schedule C should be modified so as to read as follows —

(a) *Consignments equal to or exceeding a full wagon load* Such consignments must be loaded, as far as practicable, in full wagon loads, any balance being treated under 8 (c) The charge for the full wagon loads will be on actual weight loaded, at the rates prescribed in paragraph 1 (b) subject to a minimum weight of the carrying capacity of the wagon less half a ton

NB—When senders fail to load in accordance with the foregoing but distribute the load over a number of partly loaded vehicles each individual vehicle will be charged on actual weight, subject to a minimum weight of the carrying capacity of the wagon less half a ton

Mr Izat then moved an amendment that—

The loading of the wagons should actually be done by the sender, but that the forwarding railway should, except in cases when the loading is done at a private siding at a distance from the railway goods shed, supervise the loading and should be held responsible that only one wagon of a consignment is lightly loaded and that this wagon as containing the balance of a consignment should not be charged on the carrying capacity of the wagon but on the minimum agreed to Also that when a consignment is despatched on which a minimum charge per wagon is made, the sender's acceptance of this charge should be taken on the forwarding note, further that the minimum weight for charge for a standard gauge wagon be 150 maunds and for a metre gauge wagon 100 maunds

The Committee divided on the amendment —

Ayes—47 Votes		Noes—33 Votes	
	Votes.		Votes
W Drew (E C ry)	4	E H Dwane (Nizam's ry)	4
H D Olivier (B, B & C I ry)	9	W A Dring (E I ry)	10
J Lightfoot (E B and C P Cs' rys)	7	A Muirhead (G I P ry)	
G F Wilson (O & R ry)	6	W B Wright (I M ry)	5
E F Jacob (N W ry)	10	A E P Graves (B N ry)	6
A Izat (B & N W, R & K. and B D rys)	8		
J Stuart (A B ry)	3		

[Lieutenant-Colonel J Burn Murdoch, R E (S M ry), Mr F. Dunsterville (Madras ry) and Mr W H Spalding (S I ry) did not vote]

Appendix K—*contd*

XVI—Mr Dring having invited the Conference to express an opinion whether under paragraph 7 of schedule C to Government of India Circular No 8 Railway, dated 4th May 1895, a short distance charge on railway materials and stores carried less than 75 miles is admissible,

Mr Izat moved—

That in the opinion of the Committee, schedule C does not empower any Railway company that has adopted that schedule to levy a short distance charge in the case of railway materials and stores, excluding coal carried for foreign railways, and that no modification of paragraph 7 of the schedule is necessary or desirable in this respect

This motion was carried *

* *Vide* Resolution No 46

XVII—Mr Izat next moved—

That in the opinion of this Committee the rates laid down in schedule C to Circular No 8 Railway, dated 4th May 1895, are and should remain "railway risk" rates

Mr Muirhead moved as an amendment —

That the Government of India be moved to declare that the rates laid down in schedule C to Government of India Circular No 8 Railway, dated 4th May 1895, are at "owner's risk"

Mr Muirhead's amendment was carried† on a show of hands by 7 to 4

† *Vide* Resolution No 47

XVIII—Mr Izat having suggested that the Committee should discuss paragraphs 2 and 3 of schedule C to Government of India Circular No 8 Railway, dated 4th May 1895, it was decided that this should be done

Mr Izat thereupon moved—

That the Government of India be moved to cancel paragraphs 2 and 3 of schedule C of Railway Circular No 8 of 1895

Mr Izat's proposal was lost on a show of hands.

Question No 5—(*concl'd*)

XIX.—Mr Stuart proposed—

That in conformity with rule 7 of schedule A of Railway Circular No 8 of 1895, coal carried for the public be carried at owner's risk, that, in conformity with rule 7 of schedule B of the same circular when coal is carried for foreign railways, such coal shall be carried at "railway risk," and that reweighment at junction be compulsory

Reweighment of coal at junctions when there is a break of gauge and consequent transshipment or even when there is no break of gauge

Mr Izat moved amendment No 1—

(*Vide* also paras. II and xx)

That in the opinion of the Committee the reweighment of coal at junctions should be made compulsory and that the rates laid down in schedule A of Circular No 8 Railway, dated 4th May 1895, are and should remain at "railway risk"

Mr Wright moved amendment No 2—

That coal consigned in full wagon loads is chargeable on the carrying capacity of the wagon used at the rates fixed in schedules A and B of Government of India Circular No 8 Railway, dated 4th May 1895, and this Committee recommends the Conference to represent to the Government of India the necessity for these rates being quoted at owner's risk both in the case of coal carried for railways and for the public

It is pointed out that the actual weights loaded are ascertained by railway weighments at the despatching stations and entered on the invoices, the colliery bills being prepared on these weighments, but it would be ordinarily impracticable to reweigh all coal passing junctions or, in many cases, at destination

Appendix K—contd.

The Committee divided on amendment No 2 —

<i>Ayes—38 votes</i>		<i>Noes—39 votes</i>	
	Votes		Votes
E H Dwane (Nizam's ry.)	4	J Burn Murdoch (S M ry)	6
W A Dring (E I ry)	10	H. D Olivier (B., B & C I ry)	9
A. Muirhead (G I P ry)	8	J Lightfoot (E B and C P Cs' rys)	7
W B Wright (I M ry)	5	G. F Wilson (O & R ry)	6
A. E P Graves (B N ry)	6	A Izat (B & N. W, R & K and B D rys)	8
F Dunsterville (Madras ry)	5	J. Stuart (A B ry)	3

[Mr E F Jacob, C I. E (N W ry), Mr W H Spalding (S. I ry) and Mr W. Drew (E C ry) did not vote]

The amendment was lost

Amendment No 1 was also put and lost on a show of hands

Mr Stuart's proposal then being put was lost on a show of hands

XX —Lieutenant-Colonel Olivier thereupon proposed—

That the Committee report to the full Conference that it is unable to arrive at any decision on the issues involved in Question No. 5

This proposal was carried *nem con*

**5th Meeting of Committee No 2 on 21st September 1900,
at 11-30 A M.**

The attendance was the same as at the previous meeting except that Lieutenant-Colonel Wilson was not present

The proceedings of the 4th meeting were read and confirmed while Mr Lightfoot was in the chair. Hereafter Mr Izat took the chair.

Question No 36.

XXI —Mr Stuart proposed—

That any overcharge either in coaching or goods, amounting to Rs 5 or over, should be refunded if discovered not later than six months after the charges have been collected —

- (a) The refund to be made only when practicable and, if necessary, under an indemnity bond
- (b) If the identity of the person cannot be established, the traffic department must withhold payment of the refund
- (c) All cases of refund on coaching and paid goods and parcels to be made by the railway owning the station at which the said coaching, paid goods and parcels were originally booked
- (d) All cases of refund on "To pay" goods and parcels to be made to the consignee at station of destination by the railway owning that station
- (e) Printed lists in English and in the vernacular of all refunds due, showing the number of invoices and dates of same, as well as stations from and to, and consignors' and consignees' names to be published quarterly on the 1st January, April, July and October, respectively, and exhibited at all goods booking stations
- (f) When a claim for refund is preferred, both the audit and traffic departments of the railway making the refund will certify the overcharge sheet as to the correct amount to be refunded and the refund shall then be made to the party concerned according to paragraph (a), or it may be dealt with as per paragraph (b), as the case may be

The overcharge sheet will be forwarded subsequently to the foreign railways concerned for post audit.

*Vide Resolution
No 49.*

*Refund of over-
charges by railway
administrations*

*(Vide also para.
XXIX)*

Appendix K—contd

- (g) If owing to an error on the part of the audit and traffic departments, more than the correct sum be refunded, the excess amount refunded shall be borne by all the railways concerned and divided in mileage proportion

Refund of overcharges by railway administrations—
contd

Mr Murhead then proposed amendment No 1—

That the following procedure be followed in the case of overcharges claimed and unclaimed —

(i) Unclaimed overcharges

- (a) Overcharges, either coaching or goods, amounting to not less than Rs 5, made in error, shall be refunded, if discovered not later than six months after the money has been collected, provided the identity of the party to whom the money is due can be established

Particulars of such refunds due shall be published in lists signed by the Traffic Manager and posted in the goods shed at the stations at which the consignments were delivered. Such refunds shall only be made by the railway which collects the money, and the procedure described in paragraph (ii) shall be followed in making the refund

Claimants to these refunds shall be required to establish their claims

- (b) To meet the cases of large and well known firms it may be arranged that such firms as are prepared to sign an undertaking to pay undercharges after delivery shall also be allowed to include in the same agreement an undertaking by the railway to refund all overcharges as soon as discovered

(ii) Refunds claimed by the public

- (a) When a claim for refund, either coaching or goods, is preferred, the railway which made the collection shall check the claim, and if due, prepare the overcharge sheet. On certification of the overcharge sheet by its own audit office on behalf of all railways connected with the transaction, the refund shall be made to the party concerned, the overcharge sheet being subsequently sent to the several audit and traffic offices concerned for post audit
- (b) The railway which collected the money shall be the only railway competent to make a refund under these circumstances. Applications for refunds, if received by the other railway or railways parties to the transaction, shall be forwarded to the railway which is entitled to make the refund for disposal and the claimant advised. If by an error more is refunded in any case or in the proportion of any railway or railways than is actually due, the excess amount refunded shall be divided in mileage proportion over all the railways concerned

(iii) Legalising transactions

In recommending these proposals for the consideration of Government and the Board, the Government of India should be moved to empower railways to prefer and recover claims for undercharges due to them within a period of six months also that Government be invited to legalise the railways being released from all liability, provided they refund any account to the best of their judgment

It was decided that the proposal and amendments be put in print and that the discussion be adjourned till the next meeting.

Question No 37.

XXII—Mr Dunsterville (Madras railway) proposed—

That the Conference recommend to Government the desirability of adopting on all railways the forms A and B printed in the papers on this question laid before the Conference

Revision of the existing form of requisition and the adoption of a special form of ticket, for the haulage of special trains, etc., for high officials of Government.
(Vide also para XXX)

Mr. Murhead seconded the proposal

On the motion of the Chairman it was decided to refer the proposal to a Sub-committee consisting of Messrs Dunsterville, Dwane, Powell and Bagnall for report

Appendix K—*contd*

Question No. 39

Interpretation of
Regulation 46 (c) of
the Railway Con-
ference of 1899

XXIII—Lieutenant-Colonel Olivier proposed in regard to issue (a)—

That the Conference be recommended to pass a resolution that in its opinion Regulation 46 (c) does apply to the carriage of copper coins

Mr Dunsterville (Madras railway) seconded the proposal

On a show of hands the proposal was lost

XXIV—Lieutenant-Colonel Burn Murdoch proposed in regard to issue (b)—

That it should be settled by deciding that sub clauses (b) and (c) of Regulation 46 be transposed and the words "on actual weight subject to the minimum, for luggage, of 10 seers" be added to the present clause (b) after the words "two pies per maund per mile" in the first clause

Regulation 46 will then read as follows —

46 (a) Treasure, including specie, bullion, gold and silver coin, jewellery, trinkets, plate, etc, shall be carried at the following rates, *viz* —

	Pies per maund per mile
Up to 27 maunds	2½
Above 27 and up to 81 maunds	2
" 81 " " 270 "	1½
Over 270 maunds	1 pie.

provided that the charge for any quantity shall not be less than that for a smaller quantity according to the above scale

Escort—

- (i) One man is allowed to travel free, both on the outward and return journey, as a third class passenger, when the consignments of treasure are over 54 and under 135 maunds
- (ii) Two men when consignments are from 135 to under 270 maunds
- (iii) Four men with consignments of 270 maunds and over
- (iv) When a consignment amounts to 20 lakhs of rupees or more (625 maunds or more), a guard of four men is allowed with return passage free of extra charge

(b) The minimum charge for treasure shall be as for one maund, fractions of a maund above one maund being charged for as follows —

Under 10 seers as 10 seers

Exceeding 10 seers, but not exceeding 20 seers as 20 seers

" 20 "	" "	" 30 "	30
" 30 "	" "	" 40 "	40

(c) Copper coin by passenger train in quantities of five maunds and under shall be carried at the rate of two pies per maund per mile on actual weight subject to the minimum, for luggage, of 10 seers, in quantities over five maunds, at one pie per maund per mile, subject to a minimum charge as for ten maunds

Mr Dring (E I ry) seconded the proposal

This proposal was carried* on a show of hands

* *Vide* Resolution
No 50.

Question No 40

XXV—Mr Jacob proposed—

That Regulation 28 be cancelled

Lieutenant-Colonel Olivier, R E, seconded the proposal.

This proposal was carried† *nem con*

Interpretation of
Regulation 28 of the
Railway Conference
of 1899

† *Vide* Resolution

Appendix K—*contd*

Question No 44

XXVI—Mr Dring (E I ry) proposed—

That the Conference be recommended to pass a Resolution that the remark "at railway risk" or "at owner's risk" should be stamped on all invoices

The endorsing of invoices to indicate whether consignments are carried at railway or owner's risk.

This proposal was seconded by Mr Pope (O & R ry)

Mr Wright moved an amendment—

That all invoices for goods carried at owner's risk should be stamped with the words "owner's risk"

Mr Muirhead seconded the amendment

Mr Wright's amendment was lost and Mr Dring's proposal was carried* on a show of hands * *Vide* Resolution No 52

XXVII—Mr Dring (E I ry) proposed—

That in the case of failure to enter the correct remark, the forwarding railway should be held solely responsible for loss or damage and for any expenditure that may be incurred, as if the consignment was booked at railway risk

This proposal was seconded by Mr Muirhead (G I P ry)

Mr Pope (O and R ry) moved as an amendment—

That in the case of failure to enter the correct remark, the loss, damage or any expenditure that may be incurred shall be shared by the railways over which the goods travel in mileage proportion

This amendment was seconded by Mr Graves

On a show of hands Mr Pope's amendment and Mr Dring's proposal were lost

XXVIII—Mr Dring (E I ry) thereupon proposed—

That in the case of failure to enter the remark "at owner's risk" when so carried, the forwarding railway should be held solely responsible for loss or damage and other attendant expenditure

This proposal was seconded by Mr Muirhead

Mr Stuart (A B ry) proposed as an amendment—

That in case of failure to enter the remark "at railway risk" or "at owner's risk" on invoices, the receiving station shall wire to the forwarding station enquiring whether the consignment is booked "at owner's risk" or "at railway risk" and the receiving station shall be held responsible for the collection of the correct charges

This amendment was seconded by Lieutenant-Colonel Burn Murdoch

Mr Stuart's amendment was carried on a show of hands

† *Vide* Resolution No 53

6th Meeting of Committee No 2 on 24th September 1900,
at 1 P M

The attendance was the same as at the last meeting except that Mr Izat was prevented by indisposition from being present and Lieutenant Colonel Wilson took the chair

The proceedings of the 5th meeting were read and confirmed

Appendix K—*contd*Question No 36—(*concl'd*)

Refund of over
charges by railway
administrations
(*Vide* also para
XXI)

XXIX—Mr Stuart (A B ry) moved and Lieutenant-Colonel Burn Murdoch seconded a proposal—

That any overcharge either in coaching or goods, amounting to Rs 5 or over, should be refunded, if discovered not later than six months after the charges have been collected —

- (a) The refund to be made only when practicable and, if necessary, under an indemnity bond
- (b) If the identity of the person cannot be established, the traffic department must withhold payment of the refund
- (c) All cases of refund on coaching and paid goods and parcels to be made by the railway owning the station at which the said coaching, paid goods and parcels were originally booked
- (d) All cases of refund on "To pay" goods and parcels to be made to the consignee at station of destination by the railway owning that station
- (e) Printed lists in English and in the vernacular of all refunds due, showing the number of invoices and dates of same, as well as stations from and to, and consignors' and consignees' names to be published quarterly on the 1st January, April, July and October, respectively, and exhibited at all goods booking stations
- (f) When a claim for refund is preferred, both the audit and traffic departments of the railway making the refund will certify the overcharge sheet as to the correct amount to be refunded and the refund shall then be made to the party concerned according to paragraph (a), or it may be dealt with as per paragraph (b), as the case may be
- (g) The overcharge sheet will be forwarded subsequently to the foreign railways concerned for post audit
- (h) If owing to an error on the part of the audit and traffic departments more than the correct sum be refunded, the excess amount refunded shall be borne by all the railways concerned and divided in mileage proportion

Mr Muirhead then proposed amendment No 1 —

That the following procedure be followed in the case of overcharges claimed and unclaimed —

(i) **Unclaimed overcharges.**

- (a) Overcharges, either coaching or goods, amounting to not less than Rs 5, shall be refunded, if discovered not later than six months after the money has been collected, provided the identity of the party to whom the money is due can be established

Particulars of such refunds due shall be published in lists signed by the Traffic Manager and posted in the goods shed at the stations at which the consignments were delivered. Such refunds shall only be made by the railway which collects the money to the person who paid the money, or his order, and the procedure described in paragraph (ii) shall be followed in making the refund. Claimants to these refunds shall be required to establish their claims

- (b) To meet the cases of large and well known firms it may be arranged that such firms as are prepared to sign an undertaking to pay undercharges after delivery shall also be allowed to include in the same agreement an undertaking by the railway to refund all overcharges as soon as discovered, the limit of time being six months in either case

(ii) **Refunds claimed by the public**

- (a) When a claim for refund, either coaching or goods, is established, the railway which made the collection shall check the claim, and if due, prepare the overcharge sheet. On certification of the overcharge sheet by its own audit office on behalf of all railways connected with the transaction, the refund shall be at once made to the party concerned, the overcharge sheet being subsequently sent, if necessary, to the several audit and traffic offices concerned for post audit,
- (b) The railway which collected the money shall be the only railway competent to make a refund under these circumstances. Applications for refunds, if

Appendix K—contd

received by the other railway or railways parties to the transaction, shall be forwarded to the railway which is entitled to make the refund for disposal and the claimant advised. If by an error, more is refunded, in any case, in the proportion of any railway or railways, than is actually due, the loss shall be shared in mileage proportion between all the railways concerned. Refund of over-charges by railway administrations—*concl'd*

- (c) All items not disbursed after the expiry of a period of six months from the date of discovery shall be credited to the railway or railways in whose proportion the overcharge occurred

(iii) Legalising transactions.

In recommending these proposals for the consideration of Government and the Boards of the several railways, the Government of India should be moved to empower railways to prefer and recover claims for undercharges due to them within a period of six months also to legalise the railways being released from all liability in respect to any amount they refund to the best of their knowledge

This amendment was seconded by Mr Lightfoot (E B ry)

Mr Dunsterville (Madras ry) proposed amendment No 2 which was seconded by Mr Drew (E C ry)—

That Mr Stuart's proposal be altered as follows —

- 1 That clause (b) be omitted as unnecessary
- 2 That clause (c) be amended by providing that such lists be furnished by the audit offices to the Traffic Managers who shall refer to consignees
- 3 That clause (f) be altered by leaving out all after ' paragraph (i)'
- 4 That clause (g) be omitted as being unnecessary
- 5 That clause (h) be omitted

Amendment No 3 was then moved by Mr Dring and seconded by Lieutenant-Colonel Olivier—

That Mr Muirhead's proposal be altered as follows —

In the 2nd sub clause of clause (i) (a) the first sentence beginning with " Particulars of such refunds " be omitted

It having been agreed, on Mr Dring's motion, that clauses (i) and (ii) of Mr Muirhead's amendment should, in the first instance, be taken together and voted on, and then head (iii), Mr Dring's amendment—

That clauses (i) and (ii) of Mr Muirhead's amendment should be altered as proposed by Mr Dring and passed

was voted on and carried*—

* *Vide* Resolution No 54.

Ayes—82 votes		Noes—9 votes	
	Votes		Votes.
E H Dwane (Nizam's ry)	4	J Burn Murdoch (S M ry)	6
W Drew (E C ry)	4	J Stuart (A B ry)	3
W A Dring (E I ry)	10		
A Muirhead (G I P, ry)	8		
W B Wright (I M ry)	5		
H D Olivier (B, B & C I ry)	9		
J Lightfoot (E B and C P Cs' rys)	7		
G F Wilson (O & R ry)	6		
A E P Graves (B N ry)	6		
E F Jacob (N W ry)	10		
R Bagnall (B & N W, R. & K and B D rys)	8		
W H Spalding (S I ry)	5		

[Mr F Dunsterville (Madras ry) did not vote]

Appendix K—*contd*

* *Vide* Resolution
No 54.

In accordance with Mr Dring's motion that clause (iii) of Mr Muirhead's amendment be next considered, this was then voted on and carried*—

<i>Ayes—42 votes</i>		<i>Noes—25 votes</i>	
	Votes		Votes
E H Dwane (Nizam's ry)	4	J Burn Murdoch (S M ry)	6
W Drew (E C ry)	4	G F Wilson (O & R ry)	6
A. Muirhead (G I P ry)	8	E F Jacob (N W ry)	10
W B Wright (I M ry)	5	J. Stuart (A B ry)	3
J Lightfoot (E B and C P Cs' rys)	7		
A. E P Graves (B N ry)	6		
R Bagnall (B & N W, R & K and B D rys)	8		

[Mr W A Dring (E I ry), Lieutenant-Colonel H D Olivier, R E (B, B & C I ry), Mr F Dunsterville (Madras ry) and Mr. W. H Spalding (S I. ry) did not vote.]

7th Meeting of Committee No. 2 on 24th September 1900, at 3 P.M.

The attendance was the same as at the last meeting

Question No. 37—(*concl'd*)

Revision of the existing form of requisition, and the adoption of a special form of ticket, for the haulage of special trains, etc., for high officials of Government

† *Vide* Resolution
No 55

XXX—The Sub-Committee appointed in proceedings No XCII above submitted two forms A and B for approval

The forms were approved† as printed here below.

No. 1244 B. T
GOVERNMENT OF INDIA
PUBLIC WORKS DEPARTMENT
RAILWAY TRAFFIC

To

THE SECRETARY TO THE GOVERNMENT OF MADRAS, PUBLIC WORKS DEPARTMENT, RAILWAY BRANCH
THE SECRETARY TO THE GOVERNMENT OF BOMBAY, PUBLIC WORKS DEPARTMENT, RAILWAY BRANCH
THE SECRETARY TO THE GOVERNMENT OF BENGAL, PUBLIC WORKS DEPARTMENT, RAILWAY BRANCH.
THE SECRETARY TO THE GOVERNMENT OF BENGAL, MARINE DEPARTMENT
THE SECRETARY TO THE GOVERNMENT OF BURMA, PUBLIC WORKS DEPARTMENT, RAILWAY BRANCH
THE HONOURABLE THE CHIEF COMMISSIONER OF ASSAM
THE HONOURABLE THE RESIDENT AT HYDERABAD
THE HONOURABLE THE AGENT TO THE GOVERNOR GENERAL FOR RAJPUTANA
THE CONSULTING ENGINEERS TO THE GOVERNMENT OF INDIA FOR RAILWAYS, CALCUTTA, LUCKNOW AND ASSAM
THE ACCOUNTANT GENERAL, PUBLIC WORKS DEPARTMENT

Calcutta, the 22nd November 1900.

SIR,

I am directed to forward herewith the proceedings of the Railway Traffic Conference of 1900, with the remark that they have not as yet been finally approved by the Boards of Directors of the several railway companies and are sent for information only.

2 I am to add that the Secretary to the Conference has already supplied the proceedings to the administrations of the several railways

I have the honour to be,

SIR,

Your most obedient servant,

N. PRIESTLEY,

Offg. Under Secy. to the Govt. of India

Documents accompanying.

Six copies of the proceedings of the Railway Traffic Conference of 1900.

CHARGEABLE TO GOVERNMENT.

Requisition for special accommodation for all High Officials of Government when travelling on duty by railway

By train leaving _____ station on _____ railway _____ o'clock,
on _____ 190 , to _____ station on _____ railway
via _____

DESCRIPTION OF ACCOMMODATION REQUIRED	Owning railway	No of carriages required	Loaded or empty	REQUIRED BY	
				Name	Designation
(1) Special train For particulars of composition of train including engine power see overleaf					
(2) Bogie saloons					
(3) Saloons other than bogies					
(4) Reserved 1st class carriages					
(5) Other accommodation (if any)					
(6) Chaparriss, etc , in ordinary 3rd class					
(7) Extra luggage not carried in the above (2, 3, 4 or 5) inds _____ srs _____					

Certified that conveyance as above has been provided on this requisition , also that the conveyance is required for a journey on public duty

Signature _____

Designation _____

Requisition for special accommodation for all High Officials of Government when travelling on duty by railway

By train leaving _____ station on _____ railway _____ o'clock,
on _____ 190 , to _____ station on _____ railway
via _____

Description of accommodation required

- (1) Special train
For particulars of composition of train including engine power see overleaf
- (2) Bogie saloons,
- (3) Saloons other than bogies
- (4) Reserved 1st class carriages
- (5) Other accommodation (if any) _____
- (6) Chaparriss, etc , in ordinary 3rd class
- (7) Extra luggage not carried in the above (2, 3, 4 or 5) mds. _____ srs _____

Certified that conveyance as above has been provided on this requisition , also that the conveyance is required for a journey on public duty

Signature _____

Designation _____

Particulars of special train.

- Special bogie saloons
- Special saloons other than bogies
- First class carriages
- Composite carriages
- Second class carriages
- Third class carriages
- Brake-vans

Covered goods for _____ maunds luggage
Horse-boxes for _____ horses
Cattle-trucks for _____ horses
Carriage trucks for _____ carriages

The usual engine power, brake-vans, etc., will be supplied in accordance with composition of train

PARTICULARS OF SPECIAL TRAIN

- Special bogie saloons
- Special saloons other than bogies
- First class carriages
- Composite carriages
- Second class carriages
- Third class carriages
- Brake vans

Covered goods for _____ maunds luggage
Horse-boxes for _____ horses
Cattle trucks for _____ horses
Carriage trucks for _____ carriages

The usual engine power, brake-vans, etc., will be supplied in accordance with composition of train

Charges to be levied as per annexed schedule

Special trains

Haulage.

For a special train of not more than nine ordinary coaching vehicles, including two brake-vans, to be used for luggage, the minimum charge shall be, per mile, with a minimum total charge of

A bogie carriage to be reckoned as two ordinary vehicles

For each ordinary vehicle in excess of nine such or their equivalent

For each bogie carriage in excess of nine ordinary vehicles or their equivalent

For each additional engine

Ordinary trains

Haulage

Standard gauge	Metre gauge	Per mile
		Standard gauge Rs a p
Rs a p	Rs a p	Rs a. p
0 8 0	0 6 0	0 6 0
0 4 0	0 3 0	0 3 0
0 6 0	0 4 0	0 4 0
0 3 0	0 2 0	0 2 0
For bogie carriages, each loaded		
Empty		
For vehicles other than bogie carriages } each loaded		
Empty		
Servants travelling in other than special carriages at ordinary fares		
Demurrage charges for both special and ordinary trains		
Eight annas per vehicle per hour or fraction of an hour		
Rs 10 per engine kept in steam per hour or fraction of an hour		
Demurrage charges on foreign lines to be divided between owning and carrying company as per Resolution No 39 of the Railway Conference of 1900		

Appendix K—*contd*

Question No 45

Assimilation of the leave rules in operation on the several railways in India
(*Vide* also para. III.)

XXXI—Mr Muihead (G I P ry) proposed—

That the matter be referred to a Sub-committee, composed of the following gentlemen, to draw up draft rules for the approval of this Committee

Members of Sub Committee—

Messrs Wright, Dunsterville, Dwane, Stuart, Graves, Spalding, Bagnall, Powell and Muihead

This proposal was seconded by Mr Dwane (Nizam's ry)

This was carried *nem con*, the representatives of the State railways abstaining from voting. It was then settled that the first meeting should take place immediately after the rising of the full Conference on the 25th instant

Question No 2

Introduction of "a cooly" class on Indian railways

XXXII—Mr Wright (I M ry) proposed—

That the consideration of Question No 2 relating to the introduction of a cooly class on Indian railways be deferred

This proposal was seconded by Lieutenant-Colonel Olivier (B, B & C I ry)

* *Vide* Resolution No. 56

This was carried* *nem con*

Question No 7

Proposed modification in the rules regarding the concession to school children

XXXIII—Proposed by Lieutenant Colonel Wilson and seconded by Mr Lightfoot —

That paragraph 1 against item 4 of appendix P to the Proceedings of the Railway Conference of 1899 should read as follows —

When in parties of not less than 4, which number may, in the case of children, include attendants in charge (one person for each party), shall be allowed to travel in the next higher class to that for which they pay fares and 3rd class for half the third class fare, on production of a certificate signed by the Head Master or Mistress or Principal of the school or college to which they belong. Children under 12 and above 3 years of age to be charged half the concession fares. Return tickets are not granted. Each party must travel together in the same train, but not necessarily in the same class of carriage. The number of the party may be increased or decreased *en route*, provided the number does not at any time fall short of the minimum of 4

† *Vide* Resolution No. 57

The proposal was carried† *nem con*

8th Meeting of Committee No 2 on 25th September 1900,
at 12-30 p m.

The attendance was the same as at the last meeting

The proceedings of the 6th and 7th meetings were read and confirmed

F B HEBBERT,
25th September 1900.

G F WILSON, *Lieut-Col, R E*,
Chairman

The proceedings of Committee No 2 on Questions Nos 3, 5, 36, 37, 39, 40, 44, 2 and 7 are submitted to the full Conference for consideration and confirmation

G F WILSON, *Lieut-Col, R E*,
Chairman

Appendix K—*contd.*

9th Meeting of Committee No 2 on 27th September 1900,

at 11-30 A M

The attendance was the same as at the last meeting except that Lieutenant-Colonel Olivier and Messrs Pope and Bagnall did not attend, having left Simla

Minutes of meeting No 8 were read and confirmed

On Mr Muirhead's motion, Supplementary papers 12 and 13 were first discussed

Supplementary paper No 12

The issues are as follows —

- (i) Is the Great Indian Peninsula railway bound by the Conference Regulations in regard to the notifying of rates while the other route is not so bound?
- (ii) Should not the Southern Mahratta railway, who control the West of India Portuguese route, decline to through book by that route by rates other than those notified in accordance with Conference Regulations?

App. 21 of
Conference Regs.
relative to railway rates
when the railway is a
competitive route partly
by rail and partly by
sea, the Companies
controlling the latter
not being parties to
the Conference Re-
gulations

XXXIV — Lieutenant-Colonel Burn Murdoch proposed and Mr. Lightfoot seconded —

That the answer to issue (i) of Supplementary paper No 12 is that the Great Indian Peninsula railway is not bound by Conference Regulations

The proposal was carried* on a show of hands

* *vide* Resolution
No 35

XXXV.—Lieutenant Colonel Burn Murdoch moved in regard to issue (ii), and Lieutenant-Colonel Wilson seconded —

That the Committee note that the representative of the Southern Mahratta railway has repudiated the statement that his railway controlled the West of India Portuguese and British Steam Navigation route and is willing to accept Great Indian Peninsula railway short notice in reply to West of India Portuguese and British Steam Navigation Companies, and are of opinion that the Southern Mahratta railway is not bound to decline to throughbook by that route by rates other than those notified in accordance with Conference Regulations

Mr Wright then moved amendment No 1, which was seconded by Mr Powell —

That any railway being a party to Conference Regulations should not join with a connecting line forming part of a through route in quoting combined through rates contrary to Conference rules and regulations, in order to compete with an alternative route formed by a railway or railways abiding by those rules and regulations

Mr Lightfoot moved amendment No 2, which was seconded by Mr. Stuart —

- (1) That Conference Rule 32 does not prohibit immediate replies being made to competitive rates quoted by railways or combined steamer and railway routes which are not parties to the Conference, and railways parties to the Conference through-bookings with such outside routes shall, for the information of all railways parties to the Conference, immediately furnish sufficient information to all railways interested to enable replies to be furnished
- (2) Also that railways co booking with outside routes should, as far as possible, endeavour to make them conform with Rule 32, but nothing in the Railway Conference Rules is intended to make a railway surrender its natural advantages connected with a sea or river route

Mr. Jacob moved amendment No 3, which was seconded by Mr Muirhead —

That railways entering into agreement for through booking with steamer and river companies or railways not parties to the Conference should stipulate that the Conference Regulations regarding the notifications of changes in rates should be observed

Appendix K—*contd*

In the case of existing agreements which do not make such a provision, railways through-booking with steamer or river companies or railways not parties to the Conference should at once notify any alterations in rate introduced by the latter, in order to enable competing routes to equalize

In the absence of any agreement railways should refuse to quote combined through rates with steamer or river companies or railways not parties to the Conference, unless the Conference Regulations as regards notification of rates are observed

Mr Jacob's amendment was put to the vote and lost—

<i>Ayes—37 votes</i>		<i>Noes—49 votes</i>	
	Votes		Votes.
A Muirhead (G I P ry)	8	J Burn Murdoch (S M ry)	6
W B Wright (I M ry)	5	E H Dwane (Nizam's ry)	4
D ff Powell (B, B & C I ry)	9	W Drew (E C ry)	4
E F Jacob (N W ry)	10	J Lightfoot (E B and C P Cs' rys)	7
F Dunsterville (Madras ry)	5	G F Wilson (O & R ry)	6
		A E P Graves (B N ry)	6
		A Izat (B & N W, R & K and B D rys).	8
		W H Spalding (S I ry)	5
		J. Stuart (A B ry)	3

[Mr W. A Dring (E I ry) did not vote.]

Mr. Lightfoot's amendment was then put to the vote and carried*—

* *Vide Resolution No 59*

<i>Ayes—49 votes.</i>		<i>Noes—37 votes</i>	
	Votes		Votes
J Burn Murdoch (S M ry)	6	A Muirhead (G I P ry)	8
E H Dwane (Nizam's ry)	4	W B Wright (I M ry)	5
W Drew (E C ry)	4	D ff Powell (B, B & C I ry)	9
J. Lightfoot (E B and C P Cs' rys)	7	E F Jacob (N W. ry)	10
G F Wilson (O & R. ry)	6	F Dunsterville (Madras ry)	5
A E P Graves (B N ry)	6		
A Izat (B & N W, R & K. and B D rys)	8		
W H Spalding (S I ry)	5		
J Stuart (A B ry)	3		

[Mr W A Dring (E. I ry) did not vote]

Mr Keene took over the duty of Secretary from Mr Hebbert, who was leaving Simla, and acted as delegate for the East Coast railway in place of Mr. Drew, who also was leaving Simla.

Supplementary paper No 13

XXXVI —Proposed by Mr Lightfoot and seconded by Mr Wright —

That it is not advisable to discuss the question raised

The proposal was carried on a show of hands

Power of railways to respond by notifying competitive rates for traffic in regions other than those affected by the rates first notified.

NOTE —This question was not discussed at the full Conference

Appendix K—contd

Question No 8

XXXVII —Proposed by Lieutenant-Colonel Burn Murdoch and seconded by Lieutenant-Colonel Wilson —

Reconsideration of Regulation 54 (d) of the Railway Conference of 1899

That the first sentence of Regulation 54 (d) which reads as under—

Unpacked bicycles and tricycles when accompanying the owner as luggage shall be carried as one maund and two maunds, respectively, but at the sole risk of the owner and not subject to the free allowance. They shall be carried at railway risk, packed, at parcel rates on actual weight, subject to a minimum as for one maund for bicycles and two maunds for tricycles

be modified as follows —

Unpacked bicycles and tricycles shall be charged as for one maund and two maunds, respectively, and shall be carried at the sole risk of the owner. When accompanying the owner as luggage, they shall not be subject to the free allowance

The proposal was carried* on a show of hands

* Vide Resolution No 60

Question No 9.

XXXVIII —This paper was withdrawn by general consent.

Proposed concession for the carriage of exhibition goods and of horses and ponies attending shows

Question No 10.

XXXIX —Proposed by Mr Wright and seconded by Mr Jacob —

Simplification of parcel rates

That it being the general opinion of the Committee that it is not advisable to make any changes in the existing parcels rates, the proposal be withdrawn

This was agreed to

Question No 11

XL —This paper was withdrawn by general consent

Proposed concession for commercial travellers' luggage.

Question No 15 and Supplementary paper No 5

These papers were discussed together

XLI —Proposed by Mr Wright and seconded by Mr Muirhead —

Proposed concession rates for the carriage of animals of Circus troupes other than horses,

That the concession rate per wagon for Circus horses be the same as for low priced horses, viz, 3 annas per truck per mile at owner's risk.

That rates for tigers and elephants and other animals requiring special arrangements be fixed locally, by the railways concerned

and Proposed modification in the concession rate for horses of Circus troupes.

Amendment proposed by Mr Dring and seconded by Mr Jacob —

That the question as to the charges for the carriage of Circus troupes is one for special arrangement as traffic offers, and that item 1 of appendix P to the Conference Proceedings of 1899 be amended accordingly

The amendment was carried† on a show of hands.

† Vide Resolution No 61

Note —Questions Nos 9 to 1 were not discussed at the full Conference.

Appendix K—*contd.*

Question No 22

XLII —Proposed by Mr Spalding and seconded by Mr Dunsterville —

That item 13 of appendix P to the Conference Proceedings of 1899 be amended to read as follows —

That ministers and missionaries, if not less than 4 in number, shall be allowed to travel 1st class on payment of 2nd class fare and 2nd class on payment of the next lower class fare, when travelling on business connected with the order or society to which they belong, if provided with a certificate to that effect from the Secretary or other recognized managing official of the society

The proposal was carried* on a show of hands

Proposed modification in the rules regarding the concession to ministers, missionaries, etc.

* *Vide* Resolution No 62

Question No 27

XLIII —Proposed by Mr Graves and seconded by Mr Powell —

That the Government of India be asked to require the Postal Department to declare the contents of mail bags carried under the weightment system when containing treasure, and to pay freight on them at the special rates quoted for Government treasure

The proposal was carried† on a show of hands

Conveyance of mail bags containing money under the weightment system

† *Vide* Resolution No 63

Question No 30

The issues are as follows —

(a)—Whether it is desirable to carry human ashes by railway and if so,

(b)—What regulations as to packing should be observed and what rates should be charged

Carriage of human ashes by rail.

XLIV —Proposed by Mr Dring and seconded by Mr Powell —

That the replies to issues (a) and (b) be as follows —

Issue (a) —It is desirable

Issue (b) Air-tight cases essential, ordinary parcels rates being charged and prepayment being made compulsory

The proposal was carried‡ on a show of hands

‡ *Vide* Resolution No 64

Question No 31

XLV —Proposed by Lieutenant-Colonel Burn Murdoch and seconded by Mr Jacob —

That any team of not less than 10 travelling from one or more stations to play matches, shall be granted return tickets, 1st and 2nd class, available for two months on payment of a single journey fare for each member for distance travelled

Proposed modification in the rule regarding the concession to cricket teams.

Note —This question was not discussed at the full Conference

Amendment proposed by Mr Powell, seconded by Mr. Wright —

That the rule stand as it is

Appendix K—contd

The amendment was carried, the voting being as follows —

<i>Ayes—68 votes</i>		<i>Noes—28 votes</i>	
	Votes		Votes
E H Dwane (Nizam's ry)	4	J Burn Murdoch (S M ry)	6
C J Keene (E C ry)	4	G F Wilson (O & R ry)	6
W A Dring (E I ry)	10	A E P Graves (B N ry)	6
A Muirhead (G I P ry)	8	F Dunsterville (Madras ry)	5
W B Wright (I M ry)	5	W H Spalding (S I ry)	5
D ff. Powell (B, B & C I ry)	9		
J Lightfoot (E B and C P Cs' rys)	7		
E F Jacob (N W ry)	10		
A Izat (B & N W, R & K and B D rys)	8		
J Stuart (A. B ry)	3		

Question No 33

XLVI —Proposed by Mr Lightfoot, seconded by Lieutenant-Colonel Wilson — Rules for the interchange of intermediate and third class privilege tickets over railways in India.

That the rules as printed at pages lxxxii and lxxxiii of the Proceedings of the Railway Conference of 1899 may apply to open line employes temporarily employed on construction, but not to additional staff specially engaged for construction purposes

Amendment proposed by Mr Muirhead, seconded by Mr Wright —

That the following be added after Rule 8 of the rules for the interchange of privilege tickets —

Privilege tickets cannot be granted to employes on construction, the police, postal, telegraph or any department other than employes actually engaged on a railway and paid for in full by the railway administration. The rules also do not apply to any railway servant who can obtain a free pass over a foreign railway, the intention being to confine the privilege to those of the staff who cannot obtain a free pass on any particular foreign railway

The amendment having been lost, Mr Lightfoot's original proposal was then voted on and carried* on a show of hands, the Great Indian Peninsula, Bombay, No 65. Baroda and Central India and Indian Midland railways dissenting. * Vide Resolution

XLVII —Mr. Lightfoot then further proposed and Mr Jacob seconded —

That, subject to the exception made in favour of open line men temporarily employed, privilege tickets cannot be granted to employes on construction, the police, postal, telegraph or any department other than employes actually engaged on a railway and paid in full by the railway administration

This was carried* on a show of hands

10th Meeting of Committee No 2 held on the 27th September 1900, at 3-30 P.M.

The attendance was the same as at the last meeting.

Question No. 34.

XLVIII —Recorded that the model wagon lock invented by Mr Beyts, and exhibited and explained by Mr Dring, should be given a practical trial, and that the Adoption of measures to make goods vehicles more secure than they are at present so as to prevent thefts of grain from running trains

Appendix K—contd

thanks of the Committee be conveyed to both these gentlemen for so kindly sending the model for information and inspection of the delegates

XLIX — Proposed by Mr Lightfoot and seconded by Mr Jacob —

That the railways, while recognizing the defects complained of, would beg to be allowed to state that the matter is constantly under enquiry and will continue to receive attention, also that all practical precautions possible have, as far as the railways are aware, been adopted. They will, however, welcome any practical suggestion which will tend to improvement, and further suggest that Government be asked to refer the question to the Committee of Locomotive and Carriage Superintendents, which, it is understood, will shortly assemble, for special report

Amendment proposed by Lieutenant-Colonel Burn Murdoch, seconded by Lieutenant-Colonel Wilson —

That so far as open wagons go, the Committee fear nothing further can be done. As regards covered goods wagons the Committee suggest the matter being referred to the Committee of Locomotive and Carriage and Wagon Superintendents which, it is understood, will shortly sit

The Committee divided on the amendment —

Ayes—30 votes		Noes—31 votes	
	Votes		Votes
J Burn Murdoch (S M ry)	6	A Muirhead (G I P ry)	8
E H Dwane (Nizam's ry)	4	W B Wright (I M ry)	5
C J Keene (E C ry)	4	J Lightfoot (E B and C P Cs' rys)	7
G F Wilson (O & R ry)	6	A Izat (B & N W, R & K and B D	8
F Dunsterville (Madras ry)	5	rys)	
W H Spalding (S I ry)	5	J Stuart (A B ry)	3

[Mr E F Jacob (N W ry), Mr D ff Powell (B, B and C I ry), Mr W A Dring (E I ry) and Mr A E P Graves (B N ry) did not vote]

The amendment was lost

The original proposal was then amended by the addition of the following sentence —

"Also to appoint a special Committee of experts to consider the question, and to offer a suitable reward for the best means of preventing thefts from wagons"

* *Vide* Resolution
No 66

This was put to the meeting and carried* on a show of hands

Supplementary paper No 10

Proposed alteration in the form of passenger tickets

L — A suggestion was put forward by Mr Powell towards carrying out the decision arrived at in paragraph 8 of appendix U of the Conference Proceedings of 1899. After discussing this, it was proposed by Mr Muirhead and seconded by Mr Wright —

That in lieu of the coupon suggested in paragraph 8 of appendix U of Conference

0	0	0	Bombay	TO	POONA	SECOND CLASS	Rs 7-8 0	Return coupon.	(Not transferable)	To be exchanged for a second class ticket within six months	Poona to Bombay	0	0	0
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Proceedings of 1899, *vide* Resolution 70, a ticket, as per specimen on the margin, might be adopted

† *Vide* Resolution
No 67.

This was carried† on a show of hands

Appendix K—*contd*11th Meeting of Committee No 2 on 28th September 1900,
at 11-30 A.M

The attendance was the same as on 27th September except that Mr Izat did not attend, his place as Chairman being taken by Lieutenant-Colonel Wilson

The proceedings of meetings Nos 9 and 10 held on the 27th September were read and confirmed

Supplementary paper No 2

The issue is as follows —

What facilities, if any, should be granted for the issue of tickets for circular tours to residents in India?

Facilities for the issue of tickets for circular tours to residents in India

LI —Proposed by Mr. Lightfoot and seconded by Mr Dring —

That Messrs Thomas Cook and Son be asked to draw up a list of tours they would propose for adoption, and to submit them to the Secretary of the Railway Conference for circulation to the Standing Committee, this Committee being of opinion that they may be able to agree to Messrs Thomas Cook and Son's terms as regards such tours as may be acceptable, provided that it can be shown that the proposals will not interfere with existing traffic, and that it is clearly understood that the object of the proposal is to develop a new traffic

Amendment proposed by Mr Wright and seconded by Mr Graves —

That the Committee having considered the representation made by Messrs Thomas Cook and Son in their letter to the Secretary of the Conference, dated the 1st of August 1900, recommend —

- (i) That they be allowed to issue from their offices at Bombay or Calcutta through first and second class circular tourists' tickets for distances of not less than one thousand miles, starting from, and returning to, the same station, to residents in India, whether single passengers or in parties numbering not less than three first class or four second class passengers *when* travelling over defined tours to be agreed upon by the different railways
- (ii) That for parties of not less than three first or four second class passengers half a carriage of either class be reserved and run through from the starting station to the first station at which the parties will break journey, also from that or any succeeding station at which the party may resume their journey, to another place, whenever there is not a break of gauge between the connecting railways
- (iii) That such tickets be available for six months from the date of issue
- (iv) That the single journey fare charged over the different railways be 5 per cent less than the ordinary fare, the divisions between the different railways being according to the proportions of which Messrs Thomas Cook and Son will be advised
- (v) That Messrs Thomas Cook and Son be allowed a commission of 5 per cent. on the fares collected on each railway
- (vi) That separate coupons distinct from those now used for international tourists be issued and separate accounts kept, statements of all Indian circular tourist tickets issued being submitted monthly

The amendment was lost

The original proposal was then put to the meeting and carried* on a show of hands

* *Vide* Resolution No 68

Appendix K—*contd*Question No 45—(*concl'd*)

Assimilation of
the leave rules in
operation on the
several railways in
India.

(*Vide* also para
XXXI)

† *Vide* Resolution
No 69

LII.—Proposed by Mr Spalding and seconded by Mr Muirhead —

That the draft* of a uniform set of leave rules for railways as formulated by Sub-committee and approved of by Committee No 2 be submitted to the Conference

† *Vide* annexure No 1

The proposal was carried† on a show of hands

LIII.—Proposed by Mr Keene and seconded by Mr. Lightfoot —

That the form‡ submitted by the Sub committee referred to in paragraph XVI of the Proceedings of Committee No 1 be approved of and submitted to the Conference

‡ *Vide* annexure No 2

§ *Vide* Resolution
No 70

The proposal was carried§ on a show of hands

LIV.—Proposed by Mr Spalding and seconded by Mr Muirhead —

That a vote of thanks to the Chairmen, Lieutenant Colonel Wilson, Mr Izat and Mr Lightfoot, be recorded

Carried unanimously

LV.—Proposed by Mr. Dring and seconded by Mr Graves —

That a vote of thanks to the Secretaries, Messrs Hebbert, Pope and Keene, be recorded

Carried unanimously

12th Meeting of Committee No 2 on 1st October 1900,
at 11 A M

The attendance was the same as at the last meeting except that Mr Dwane (Nizam's ry), Mr Stuart (A. B ry) and Mr Wrench (I M ry) were not present, having left Simla

The proceedings of the 11th meeting were read and confirmed

C J KEENE,

Secretary

G F WILSON, *Lieut-Col, R E,*

Chairman

1st October 1900

The Proceedings of Committee No 2 on Questions Nos 8, 9, 10, 11, 15, 22, 27, 30, 31, 33, 34, 45, and Supplementary papers Nos 2, 5, 10, 12 and 13, and also the form referred to in paragraph XVI of the proceedings of Committee No 1, are submitted to the full Conference for consideration and confirmation

G F. WILSON, *Lieut-Col, R E,*

Chairman

1st October 1900

Appendix K—contd

Annexure I

(Vide PARAGRAPH LII)

Proceedings of the Sub-Committee nominated by Committee No 2 to assemble to consider the assimilation of the leave rules in operation on the several railways in India.

Meetings of the 25th and 26th September 1900

PRESENT

MR W H SPALDING, *South Indian railway, Chairman*MR A MUIRHEAD, *Great Indian Peninsula railway*MR W B WRIGHT, *Indian Midland railway*MR A. E. P. GRAVES, *Bengal-Nagpur railway*MR J STUART, *Assam-Bengal railway*MR D H POWELL, *Bombay, Baroda and Central India railway*MR F DUNSTERVILLE, *Madras railway.*MR E H. DWANE, *Nizam's Guaranteed State railway, Secretary.*

The following officers were also present for part of the sitting —

LIEUT.-COL. H D OLIVIER, R E, *Bombay, Baroda and Central India railway*MR A IZAT, C I E, *Bengal and North-Western, Rohilkund and Kumaon and Bengal Dooars railways*MR. R. BAGNALL, *Bengal and North-Western railway*

Question No 45.

(1) It was decided to consider paragraph by paragraph the rules proposed by the Great Indian Peninsula railway and the modifications thereof recommended by other railways, parties to the Conference, as the basis for discussion.

(2) The following rules were formulated by the Sub-Committee for recommendation to the Conference —

LEAVE RULES.

For Officers

Sections I to IV

SECTION I—FURLOUGH

- 1 The Agent may grant furlough to any European officer of the Company, who can be conveniently spared, according to the following scale —

Agent authorised to grant furlough

First furlough

A first furlough for a period not exceeding—

12 months after 7 years' service

14 do 8 do do

16 do 9 do do.

18 do. 10 or more do

Appendix K—contd

A second or subsequent furlough for a period not exceeding—

Subsequent furlough

6 months after 3 years' further service, dating from the expiration of the previous furlough or sick leave					
8	do	4	ditto	ditto	ditto
10	do	5	ditto	ditto	ditto
12	do	6	ditto	ditto	ditto
14	do	7	ditto	ditto	ditto
16	do	8	ditto	ditto	ditto
18	do	9	or more	ditto	ditto.

Fractions of a year's service count in calculating the furlough due

2 The period of service upon which furlough may be granted is to be exclusive of time spent on leave of absence of any kind whatever, except privilege leave and short leave under rules 11 and 43. No second or subsequent furlough shall be granted till after a further actual service of three years, commencing from the date of the expiration of the previous furlough or sick leave, and no single furlough shall be granted for a longer period than eighteen months.

3 The rule requiring an officer to serve for three years after return from furlough or sick leave, before any furlough can be granted to him, does not apply to short periods of sick leave not exceeding three months, nor to cases where officers have been recalled to duty while absent on furlough, nor to cases where instalments only of leave due are granted owing to it having been found inconvenient to sanction the whole amount of furlough earned when applied for—see rules 6, 7 and 11

4 With the proviso that no furlough pay shall exceed the rate of £1,000 per annum (irrespective of pay drawn for privilege leave under rule 8), an officer absent on furlough will be allowed half the substantive pay of his appointment, excluding all allowances except personal allowance and exchange compensation under the rules

5 The service towards first or subsequent furlough is not cancelled by sick leave, but an interval of three years of service must elapse between the return of an officer from sick leave exceeding three months, and the grant of any furlough that may be due to him, when any service accrued before going on sick leave may be added to service after return from it—thus if an officer after serving for three years after return from first furlough takes one year's sick leave and serves another three years after return from sick leave, he may be allowed 12 months' second furlough

6 When an officer has earned either first or subsequent furlough, if from any cause it be found inconvenient to grant him the whole of the furlough earned, an instalment may be granted, leaving the balance at his credit to be taken when convenient, subject, however, to the maximum limit of 18 months prescribed in rule 2. An officer having furlough due to him and taking any period short of the full leave earned, will, if permitted to return to duty, before the expiration of his leave, have the balance carried forward to his credit.

7 When an officer absent on furlough is recalled to duty before the expiration of such leave he is entitled to take the balance of his leave, together with any leave of a similar kind subsequently earned as soon as he can be spared from duty. Time occupied in the return passage to India counts as active service and the cost of passage out of India and back to Europe will be defrayed by the Railway

8 Furlough may be taken in continuation of privilege leave, but the total period for which privilege leave and furlough may be taken consecutively shall not be less than six months' combined leave of absence at any one time. The allowance for the period of privilege leave to be full pay and allowances, and for the remainder of the period of total leave half pay under rule 4

SECTION II—SICK LEAVE

9 The Agent may at any time during service grant an officer leave of absence for any period not exceeding twelve months, on the production of a certificate from the Medical Officer of the administration or other medical practitioner to be approved by the Agent, declaring that he is of opinion that sick leave is necessary

Appendix K—contd

for a certain period, and that at the end of such time the officer will probably be fit to resume his duties, provided the Agent is satisfied that the sickness has not been caused by any misconduct of the officer, provided also that nothing in this rule shall be considered as precluding the Board of Directors from extending the leave of absence of any officer who may have visited England on a sick certificate for such further period as to the Board may appear proper, subject to the production of a certificate from the Medical Officer in England, containing a declaration similar to that above prescribed

10 With the proviso that no sick leave pay shall exceed the rate of £ 1,000 per annum (irrespective of pay drawn for privilege leave under rule 12) an officer of the Company absent on sick certificate will be allowed half the substantive pay of his appointment excluding all allowances except personal allowance and exchange compensation allowance under the rules

11 (a) No deduction of pay is to be made for short periods of absence on account of duly certified sickness not exceeding 60 days in all in each year ending 31st December

(b) The full pay for 60 days can be allowed only to officers actually laid up by sickness. To those requiring leave on medical certificate, but not actually laid up, full pay can be allowed for 14 consecutive days only

(c) In the case of an officer who has been absent on medical certificate on two or more occasions in any calendar year, for periods exceeding in the aggregate 60 days, he should receive full pay for 60 days and half pay for the remaining period

(d) In the case of an officer who has been absent on medical certificate for less than 60 days at the close of any year ending 31st December, but whose absence continues after the commencement of the next year, making a *continuous* absence of more than 60 days, he should receive half pay for the whole period

12 When an officer is compelled to go on sick leave and has privilege leave at his credit he may be allowed to draw full pay for the period of his sick leave covered by the privilege leave earned, such privilege leave being thereby cancelled, the allowance for the remainder of the total period being as per rule 10

13 The grant of sick leave allowances to officers who have gone to Australia or places other than England, on the extension of the leave beyond the limit of twelve months allowed under rule 9, requires the sanction of the Board

SECTION III—PRIVILEGE LEAVE

14 (a) The Agent may grant leave of absence to an extent not exceeding one month in each year without deduction of pay, *i.e.*, on full pay and allowances. He may permit such one month's leave to be cumulative to the extent of three months but no longer

(b) The amount of privilege leave earned by an officer is one-eleventh part of the time during which he has been on duty without interruption, provided that no privilege leave can be earned by service while three months of such leave is due to him. Absence on privilege leave, though not counting as duty, is not an "interruption" within the meaning of this rule

15 A service of not less than three months is necessary between the date of return from three months' accumulated privilege leave and the grant of furlough, or between the date of return from furlough, or leave on sick certificate, and the grant of privilege leave

16 Privilege leave due to an officer is not cancelled by the grant of furlough or sick leave. When an officer is entitled to privilege leave he may take such leave on full pay in conjunction with any period of furlough that may be due under rule 1, provided the period of such combined leave be not less than six months (*vide* rule 8)

17 The right to receive pay and personal allowances for the time spent on privilege leave is contingent (except in case of death) on the return of an officer to duty upon the expiry of such leave. Pay and allowances may be drawn monthly in India during such leave as they fall due

18 Application for privilege leave must be accompanied by a declaration that the applicant intends to return to duty and will not retire within a period of three months of his return

Declaration to be signed by an officer when applying for privilege leave

Appendix K—contd

19 No acting allowance can be sanctioned to an officer acting in a higher appointment or grade in consequence of the absence of another officer on privilege leave *for the first thirty days of such acting appointment*, unless the acting officer is transferred from another station, in which case he may draw for the first thirty days *three fourths of the acting allowance otherwise admissible*. After the first thirty days the officer acting will be entitled to allowances at the same rate as notified in rule 49

Overstaying privilege leave 20 Officers absent on privilege leave are
overstay such leave accountable to the Agent for any time they may

21 The conditions for the grant of privilege leave imply liability to recall to duty
Recall from privilege leave if need arise Officers recalled to duty from
expenses incurred by them in order to resume duty privilege leave are not entitled to travelling

SECTION IV—SPECIAL LEAVE

22 The Agent may grant to any officer of the Company who has served for a period of
Agent authorized to grant leave on urgent private not less than two years, if he can be conveniently
affairs spared, special leave of absence for any period
not exceeding six months on urgent private
affairs, but not so as to be joined on to any privilege leave or furlough and no pay or allow-
ances shall be drawn for the period of such leave

SECTION V—APPLICATION OF ABOVE RULES TO OTHERS THAN OFFICERS

23 The leave rules for officers may be made applicable to European subordinates appointed in England and also, with the approval of the Board, to those appointed in India

SECTION VI—LEAVE TO ALL OTHER EUROPEAN AND EURASIAN SUBORDINATES APPOINTED IN INDIA

24 The Agent may, at his discretion, grant furlough or sick leave out of India to any European or Eurasian employé for any period not exceeding that stated in the regulations. This indulgence should be reserved for special cases of men who have been a long time in the service

25 (a) Heads of departments may grant leave of absence to employés not on daily pay to an extent not exceeding thirty days in each year without deduction of pay

(b) Upon special recommendation of the head of department in the case of deserving employés who are desirous of going out of India, the Agent may grant cumulative privilege leave on full pay to the extent of not more than three months, provided the monthly leave on full pay has not been availed of during the preceding three years

(c) Cumulative privilege leave on full pay to the extent of not more than three months, to be spent in India, may, at the discretion of the Agent, be sanctioned in special cases, provided the monthly leave on full pay has not been availed of during the preceding three years

26 No deduction of pay is to be made for short periods of absence on account of duly certified sickness not exceeding 60 days in all in each year ending 31st December. This leave in the case of outdoor staff only may be taken in extension of any leave on full pay that may be granted at the discretion of the Agent.

SECTION VII—LEAVE TO "OTHER SUBORDINATES"

27 The expression "other subordinates" shall not embrace Americans and other non-Asiatics of pure descent who shall rank with Europeans in the leave rules, but Armenians, other non-Indian Asiatics, Goanese and West Indians of Negro descent, pure or mixed, are to be classed with non-Europeans or "other subordinates"

28 Heads of departments may grant to all subordinate employés of this class not on daily pay, leave of absence to an extent not exceeding 30 days in each year without deduction of pay, excluding gazetted holidays

29 On production of a certificate from the Company's Medical Officer to the effect that owing to ill health leave of absence is necessary, sick leave on half pay may be granted to the extent of thirty days for each year's service up to a maximum of 60 days' leave after two years' service.

30 The Agent may, at his discretion, grant leave on half pay, in cases of duly certified sickness, in excess of that allowed in these rules. This indulgence should be reserved for special cases of employés who have been a long time in the service.

Appendix K—*contd*

SECTION VIII —MENIAL STAFF

31 Each railway may have its own local rules for the menial staff

SECTION IX —GENERAL CONDITIONS

32 All leave granted under the foregoing rules shall commence from the date of an employé making over charge of his duties, and terminate on resumption of his duties
Commencement and termination of leave granted under the foregoing rules

33 When an employé makes over charge of his office before noon his leave begins on and includes the day on which he makes over charge, otherwise it begins on and includes only the following day

34 An employé returning from leave begins to draw pay and allowances from the day on which he takes over charge of his duties but if his leave end on a Sunday or gazetted holiday and he take charge before noon on the first working day after such Sunday or holiday, his assumption of office and any re arrangement of appointments and allowances consequent thereon shall be held to have taken place on the day after that on which the period of his leave ended If charge of an office is transferred after noon, the transfer does not affect allowances until the next day

35 It is to be distinctly understood that neither furlough nor privilege leave can be claimed as a right, and that such leave will only be granted when it can be given without detriment to the service

36 All applications for leave must be made officially to or through the head of the department to which the applicant belongs The applicant must state in his application the dates and other particulars of leave of every description previously obtained by him
Applications for leave

37 No application for leave to be entertained unless the date of taking effect is stated

38 All employés visiting England on furlough or sick leave are, immediately after arrival, to report themselves either personally or in writing, at the London Office of the railway, and they are not to return to duty in India without having first obtained the permission of the Board

39 Employés going to Australia or the Colonies on sick leave are on return to obtain necessary fit certificate from the Medical Officer prior to resuming duty
Return from sick leave to colonies.

40 Absence on furlough or sick leave counts as service in granting increases of pay
Increase of pay while on leave.

41 Absence without leave (either in India or elsewhere) will involve loss of salary and render the absentee liable to loss of appointment
Absence without leave

42 No leave of absence shall have retrospective effect except in case of illness to be attested by medical certificate
Leave having retrospective effect.

43 The Agent may grant to heads of departments, and heads of departments are empowered to grant to employés of their respective departments to whom Sections I to IV apply, and who can be conveniently spared without detriment to the Company's business, short periods of leave not exceeding a fortnight, on the understanding that no extra expense is occasioned to the company
Grant of short periods of leave by heads of departments

44 No leave shall be granted to any employé of the company (except sick leave) during the six months previous to the date on which, under notice given to him, his service will terminate
Grant of leave while under notice

45 Excepting in the case of those entitled to free passages under their agreements, all travelling expenses of employés going on leave or returning to duty must be defrayed by the employés themselves, excepting also the case of employés recalled to duty under rule 7
Travelling expenses of employés going on leave and returning to duty

46 Employés absent on furlough or sick leave may draw their furlough or sick leave pay monthly as it becomes due, upon condition of their making a declaration, at the commencement of their leave, that it is their intention to return to duty at the expiration thereof, and engaging, in the event of their not returning, to refund the money should they be called upon to do so, unless they have complied with the conditions of rule 47
Payment of furlough or sick leave pay

Appendix K—*contd*

47 An employé desirous of retiring from the Company's service at the expiration of furlough leave may do so without being required to refund his leave allowances, but notice should be given of such intention prior to the commencement of his leave in order that all matters connected with his office may be adjusted previous to his departure

48 All employés who have accepted exchange compensation allowance, and those appointed subsequent to the introduction of the exchange compensation rules, whether they draw exchange compensation allowance or not, will be allowed to draw their leave and furlough allowances at the privileged rate of 15 6/7 the rupee when on leave in Europe or the Colonies subject to the proviso that the calculation of such allowances of those who draw an increase to their pay in lieu of exchange compensation allowance, shall be based on their pay exclusive of such allowance

49 The duties of employés on leave under these regulations will be performed, whenever possible, by the existing staff in India. An employé of any grade, acting in place of another of a higher grade, who may be absent on sick leave or furlough, will be entitled to draw an allowance of one-fifth of the actual pay of the absentee. Provided that in no case can the aggregate drawn by the acting employé exceed the actual pay of the absentee. For acting allowance to an officer acting for another who is absent on privilege leave, see rule 19

50 In the event of one officer acting in two or more appointments the allowance to be drawn shall be subject to special orders

51 An employé acting in a post for which a new incumbent is being sent from England may draw acting allowance up to the date of the new incumbent taking up the duties. The payment of full pay to the new incumbent from the date of appointment does not debar the acting officer from drawing acting allowance from that date

52 An officer may be promoted to a higher grade in the same class during his absence on leave

53 English family payments may be continued during privilege leave, but those made on account of a servant in England cease when he is in England on furlough or sick leave, but so long as he remains in India and his half pay is sufficient to meet the cost of the remittance, it may be continued

54 If an officer is transferred from one railway or from Government service to another railway with the consent of the Boards and Government, all leave he may have earned on the railway from which he is transferred shall be carried to his credit with the railway to which he is transferred

55 Each railway will make out its own forms required in connection with applications for leave and furlough.

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Appendix K—*contd.*

Annexure No. 2.

(Vide PARAGRAPH LIII)

RAILWAY CONFERENCE.

Comparative tables showing the $\frac{\text{receipts}}{\text{payments}}$ of railway in respect of mileage and demurrage during the months (i.e., first four complete weeks) of April 1899 and 1901, respectively, also of what would have been the effect of the new and old rules, respectively, if they had been in force during each period

Table I—Work done.

Particulars	Unit to be adopted	1899 OLD SYSTEM		1901 NEW SYSTEM		REMARKS.
		100 miles and under	Over 100 miles	100 miles and under	Over 100 miles	
(a) Aggregate number of wagons passing all foreign junctions on this railway during the month	Actual number					
(b) Aggregate capacity of all the wagons included in (a).*	1,000 tons.					* If (b) cannot be ascertained, multiply (a) by average capacity shown in the half-yearly analysis of working of the railway concerned for the class of vehicle in doubt.
(c) Aggregate distance travelled (outward and homeward combined) beyond junction by all the wagons included in (a)	1,000 miles					
(d) Aggregate number of hours all the wagons included in (a) were absent from (in case of earnings), or employed on (in case of payments) this railway	Day of 24 hours					
(Reduced to days of 24 hours)						

Appendix K—contd

Table III —Average and aggregate results

Particulars	Unit to be adopted.	1899. OLD SYSTEM		1901 NEW SYSTEM	
		100 miles and under	Over 100 miles	100 miles and under	Over 100 miles
(a) Average absence per wagon per 1,000 miles of distances I (a) — I (c)	Day of 24 hours				
(b) Percentage of gain or loss in time under new system as brought out by (a) immediately preceding	Per cent				
(c) Average charge per 1,000 tons of capacity, <i>vide</i> II (h).	Rupees and two points of decimals of rupees				
(d) Percentage of gain or loss in charges per 1,000 tons of capacity under hire system based on (c)	Per cent				
(e) Average charge per wagon per diem as in II (h) substituting I (a) for I (b)	Rupees and two points of decimals of rupees				
(f) Percentage of gain or loss per wagon based on (c)	Per cent.				

Appendix K—*concl'd*

Instructions.

Classify receipts and payments for complete periods to enable tables I and II (a), (b), (c) and (d) to be filled in as regards actuals.

Then work out averages in table III and items (e), (f), (g) and (h) of table II

Separate sets of tables to be prepared for receipts and payments, respectively

Make up a return for 1899 under new system and for 1901 under old upon actual data of each period, enter figures in their respective columns in tables I and II and complete items (e), (f), (g) and (h) of table II

Prepare 1899 at once as far as possible leaving 1901 only to be completed hereafter

In case of difficulty refer to Mr F. Dunsterville, Madras ry, who will circulate to other members of Sub-Committee, and to Standing Committee, if necessary

Secretary, Railway Conference, will classify table III for all railways in the following manner —

- (1) Receipts 100 and under
 - (2) „ over 100
 - (3) Payments 100 and under
 - (4) „ over 100
-

Appendix L

(Vide RESOLUTION No. 40.)

RAILWAY CONFERENCE, 1900

NOTE BY MR J LIGHTFOOT ON THE ADVISABILITY OF ESTABLISHING AN INDIAN RAILWAY CLEARING HOUSE AND ON OTHER MATTERS

(1) Very little time has been available to go into this question owing to the time occupied in replying to the circular I drew up and sent to the Secretary for issue (*vide* Railway Conference letter No 40,* dated the 12th May 1900) with a view to obtaining figures which would enable me to form an opinion upon the main contention, whether through traffic audit is much more costly than local

Railway Clearing House

*Not printed

(2) The results arrived at by tabulation of the several replies received are contained in statement B and its appendices, and members of the Conference will be able to form their own conclusions after perusing the figures

(3) It is my personal opinion that after allowing a very large margin on the amounts contained in item VII, statement B, to cover contingencies, errors, and the possible extra cost of certain unavoidable duplication connected with through traffic, a considerable saving may be effected on the combined Indian railway expenditure by the introduction of Railway Clearing Houses

(4) (a) This saving would, in my opinion, accrue even without any serious alteration in the present cumbrous system of weekly accounts and allocated invoices and will be largely augmented when Indian railways become sufficiently advanced to adopt a more reasonable system

(b) It must also be borne in mind that the figures in statement B do not include any estimate in respect of savings on superior establishment, and that the cost of auditing local traffic has been considerably enhanced by branch line traffic being treated as local

(5) In addition to the monetary view of the matter some railways are of opinion that there would be other great advantages both to the railways and the public owing to more prompt settlements of overcharges, etc

(6) It is not possible in the short time at my disposal to submit full details of the revisions necessary in the mode of submitting and stating accounts, nor do I think the members of the Conference would care to be compelled to study them, it will, I think, be sufficient to state that, in my opinion, no complicated modification would be required.

(7) As regards location and management, I would, however, venture to offer the suggestions contained in the attached memorandum marked A

(8) I have not had time to report fully upon the questions of monthly accounts or upon the sub-division of cross traffic, but may remark with regard to the former that the chief points against it are—

Monthly system of accounts.

(a) the requirement by Government of a weekly audited return

which is, in my opinion, unnecessary as a monthly return could take its place,

(b) the fear of loss by fraud at stations in which respect I have found that a liberal outlay on station inspection—which is also equally necessary under a weekly system—gives ample security, many of the frauds recently discovered under the weekly system might possibly have been prevented if more attention had been paid to station inspection, both in the shape of better station inspection and more careful attention to inspection reports after receipt in the Audit office,

Appendix L—contd

(c) as a mean course, I would suggest that—

- (1) all railways agree to exchange monthly division sheets, and to compile accounts monthly,
- * (2) such railways as desire to continue the weekly system could obtain their returns from stations as at present until the close of the month when the stations could submit final monthly aggregate balance sheets, including weekly totals of previous transactions and details of the new transactions which after check could be tabulated monthly into the Traffic book and other registers thereby reducing the entries from 26 per half-year to 6, which, considering the large number of stations and registers, would much reduce work in audit and permit of a much earlier completion of the registers

With regard to cross traffic, if a clearing house is not accepted, matters may be temporarily improved by the adoption of the system suggested long ago by the

Cross traffic.

Auditor of the Bombay, Baroda and Central India railway, viz, that terminal railways should prepare and submit special cross traffic division sheets to each railway concerned instead of as at present submitting one division sheet to the adjoining railway and leaving that railway to pass on the transactions to each other railway in succession

If such a system be adopted, it is probable the clearing railways which will practically become cross traffic clearing houses and deal with all invoices in which more than two railways are interested, will require to be remunerated for their additional outlay and better results would, in my opinion, be obtained by relegating the work to a Clearing House

(g) I append a synopsis, marked C, of the various remarks made by such officers as have noted on the several matters referred to in the circular above quoted

DATED SIMLA ,

The 10th September 1900.

J LIGHTFOOT.

* Similar results might be obtained if railways adopting the monthly system were to close their accounts by weekly periods instead of by calendar months and to submit division sheets for a given number of weeks corresponding with the dates adopted by railways adhering to the weekly system

Appendix I—*contd.*

RAILWAY CONFERENCE, 1900

A

MEMORANDUM REFERRED TO IN PARAGRAPH (7) OF MR LIGHTFOOT'S
NOTE ON THE ADVISABILITY OF ESTABLISHING AN INDIAN
RAILWAY CLEARING HOUSE

A—*Management*—

- (i) In my opinion the Railway Clearing House should be an independent institution, and although all its main rulings affecting matters of high principle should be subject to confirmation by Government and the Directors in England, its Committee meetings should be absolutely free from direct Government control
- (ii) The Committee of the Clearing House would be the representatives of such railways as mutually agree to join and would therefore practically correspond with the existing Standing Committee of the Railway Conference
- (iii) A President might be periodically elected by the Committee from its own members for a given term
- (iv) The Committee through its Secretary should appoint its own staff to perform the duties from time to time relegated to the Clearing House under rules framed by the Committee and confirmed by Government and the Boards in England
- (v) The cost of the staff so appointed and all expenses incidental to the Railway Clearing House should be charged ratably to the various railways concerned upon some equitable basis to be embodied in rules framed by the Committee

B—*Location*—

- (1) It is not an absolute necessity that all stations should deal with one branch of the Clearing House and divisions by branches could conveniently be made according to time occupied in despatch
- (2) All railways would, however, frequently require to deal with the central office and this should therefore be as conveniently situated as possible
- (3) It is not expedient to spend much money on buildings, rent and supervising establishment, and existing offices and staff should therefore be utilised as far as possible
- (4) The offices should, as far as possible, be located at important centres corresponding with the terminal point of goods and parcels traffic and the forwarding point of passenger traffic
- (5) The most important centres are, in my opinion, in the neighbourhoods of Cawnpore or Lucknow, Calcutta, Bombay, Madras and Karachi
- (6) There are already large audit offices at Lucknow, Jhansi, Calcutta, Bombay and Madras
- (7) I would, therefore, suggest as an experimental measure that headquarters be fixed at Lucknow or Jhansi with branches at headquarters at Calcutta, Bombay and Madras

Appendix L—*contd.*

- (8) As an experimental measure also the sub-division of through traffic might be worked in these branches upon a somewhat similar basis to that adopted for certain statistics, *viz* —
- (a) that in each railway audit office at the places above mentioned a separate foreign audit office be established and called the Clearing House Branch, the subordinate staff of which shall consist of men drawn in fair proportion from the several audit offices party to the arrangement,
 - (b) that the heads of those offices mutually arrange with other railways for the staff required, and that they be allowed a small percentage increase to their existing salaries to compensate them for any extra work devolving upon them,
 - (c) that they divide all traffic accruing either to themselves or foreign lines which may fall within their circuits,
 - (d) that until it be considered expedient to place the Clearing House Branch offices under separate officers appointed by the Clearing House, the traffic credited by any one branch to its own railway shall be re-checked by a special test audit establishment,
 - (e) that until it is clearly proved the system will be economic, the surplus foreign audit establishment left on each railway shall be entered on lists and sent to the Secretary of the Clearing House for information and thereafter that the unimportant men shall be dispensed with and those with special training employed to the best advantage on the home line (The sum of these lists will show the ultimate saving to be effected)
 - (f) that until it be considered expedient to finally dispense with or otherwise provide for all the surplus establishment the cost of the Clearing House shall include the special establishment employed at each branch *plus* the surplus establishment retained on each railway and that this cost together with all other incidental expenses shall be allocated to all railways in proportion to work done under rules to be approved by the Committee
 - (g) That the charge to any one railway in respect of subordinate staff shall not be allowed to exceed existing outlay, and that in case of any such excess it shall be actually allocated over the cost of railways shewing savings

C — *Work to be performed—*

- (1) The Clearing House would perform all the duties now referred to the Railway Conference as well as those connected with the division of through earnings
- (2) (a) The Secretary in addition to supervising the general arrangements at all branches and in the central office could conduct the duties now performed by the Secretary of the Railway Conference and refer such matters as are not fully covered by existing rules
 - (b) The Clearing House should also deal with the following matters —
 - (i) the division of receipts (including two-railway traffic),
 - (ii) settlement of through claims and overcharges and disputes connected therewith,
 - (iii) mileage and demurrage of rolling-stock,
 - (iv) tracing of lost consignments,
 - (v) printing and preparation of a general classification of goods and a list of through conditions,

Appendix L—contd.

- (vi) rates and terminals for through booking ,
- (vii) quarterly sub committees connected with above ,
- (viii) the compilation of foreign statistics and vehicle-mileage returns
- (c) The following matters would as at present be dealt with by Government experts after taking an opinion of the Railway Clearing House in necessary cases —
 - Speed and signalling of trains
 - Rules and regulations for working railways
 - Telegraph rules and other important matters, not covered by paragraph (b)
- (d) Even if it be considered that the time has not arrived for the full adoption of the above proposals, it might still be found economic to start in a smaller way by omitting two-railway traffic from the proposed programme and modifying paragraph (b) accordingly

Appendix L—contd.

RAILWAY CONFERENCE, 1900.

B

Statement showing, in comparison, the aggregate monthly cost of local and through traffic, respectively, upon all railways included in the several summaries hereto annexed as well as the approximate monthly excess cost over local of the existing system in respect of through traffic audit, preparation of statistics and other matters

Particulars.		Local traffic	Through traffic
I.—Passengers—			
(a) Total earnings (<i>vide</i> appendix I)	Rs	49,86,300	16,63,500
(b) Total number of tickets (<i>vide</i> appendix I)	No	10,103,800	1,029,900
(c) Total number after eliminating approximately the duplicate entries in respect of through traffic	"		494,300
(d) Total cost of subordinate audit (<i>vide</i> appendix VII—Coaching cost minus Parcels)	Rs	13,246	6,873
(e) Cost per cent. on total earnings (a)	"	0.26	0.41
(f) Cost per 1,000 units (b)	"	1.31	6.67
(g) " " " after elimination as in (c)	"		13.90
(h) Monthly excess cost of through over local—			
(i) based on (e)	"		2,495
(ii) " " (f)	"		5,520
(iii) " " (g)	"		6,223
II.—Parcels, horses, carriages and dogs—			
(a) Total earnings (<i>vide</i> appendix II)	"	5,15,200	5,36,800
(b) Total number of waybills or tickets (<i>vide</i> appendix II)	No	285,400	288,800
(c) Total number of waybills or tickets after elimination as in I (c)	"		126,700
(d) Total cost of subordinate audit (<i>vide</i> appendix VII)	Rs	1,496	4,033
(e) Cost per cent. on total earnings (a)	"	0.29	0.75
(f) Cost per 1,000 units (b)	"	5.24	13.96
(g) " " " after elimination as in (c)	"		31.83
(h) Monthly excess cost of through over local—			
(i) based on (e)	"		2,469
(ii) " " (f)	"		2,518
(iii) " " (g)	"		3,369

Appendix L—*contd.*

Particulars.		Local traffic.	Through traffic.
III —Goods and live-stock—			
(a) Total earnings (<i>vide</i> appendix IV)	Rs	97,96,300	1,08,77,400
(b) Total number of invoices (<i>vide</i> appendix IV).	No	} 316,000	{ 317,200
(c) Total number of invoices after elimination as in I (c)	"		
(d) Total cost of subordinate audit (<i>vide</i> appendix VII)	Rs	9,761	13,460
(e) Cost per cent on total earnings (a)	"	0 10	0 12
(f) Cost per 1,000 units (b)	"	} 30 89	{ 42 43
(g) " " 1,000 " after elimination as in (c)	"		
(h) Monthly excess cost of through over local—			
(i) based on (e)	"		2,175
(ii) " " (f)	"		3,660
(iii) " " (g) ...	"		9,040
			Rs
IV —Mileage and demurrage—			
(a) Total present cost (<i>vide</i> appendix VII)			2,247
(b) Total probable excess cost of (a) over what would be the cost if one establishment performed the work on behalf of all railways* ...			1,190
V —Printing charges—			
(a) Total present cost (<i>vide</i> appendix VIII)			8,303
(b) Total probable saving if one general foreign classification and condition list were published for all railways, say at least 50 per cent of the present cost			4,152
VI —Statistics—			
(a) Total present cost of foreign statistics (<i>vide</i> appendix VII)			7,145
(b) Total probable excess cost of (a) over what would be the cost if one establishment performed the work on behalf of all railways*			3,785
VII —Summary of foregoing excesses—			
(a) Passengers [mean between I (h) (i) and (iii)]			4,359
(b) Parcels [" " II (h) (i) and (iii)]			2,919
(c) Goods and live-stock [mean between III (h) (i) and (iii)]			5,608
(d) Mileage and demurrage [item IV (b)]			1,190
(e) Printing charges [item V (b)]			4,152
(f) Statistics [item VI (b)]			3,785
Aggregate total per mensem—VII (a) to (f)	..		22,013
			or per annum Rs. 2,64,156

* Reduced in same proportion as foreign traffic duplication

Appendix L—*contd.*

VIII —List of other items on which savings might be anticipated—

Claims and overcharge establishments

Junction establishments, *vis*, duplicate mileage statements, &c

Station staff and printing by quoting through rates on invoices instead of separate proportions

IX —Rough summary of excesses if two-railway traffic be eliminated—

	Rs
Passengers .	526*
Parcels .	1,073*
Goods .	1,648*
Statistics . .	954*
Mileage and demurrage, unaltered .	1,190
Printing ditto .	4,152
	<hr/>
Total per mensem ..	9,543
	<hr/>
	or per annum
	Rs 1,14,516

* Based on the following calculation

$$\frac{\text{Excesses under VII} \times \text{number of three-railway units increased by 50 per cent}}{\text{Number of two-railway units plus three-railway units increased by 50 per cent.}}$$

PASSENGERS.

APPENDIX I TO STATEMENT B

APPENDIX II TO STATEMENT B (also continued on next page)

LUGGAGE.

Summary of statements received from the several railways hereinafter enumerated showing the relative proportion of local to through passenger traffic during the month of December 1899.

RAILWAYS.	TRAFFIC TREATED BY EACH RAILWAY AS FOREIGN									
	TRAFFIC TREATED BY EACH RAILWAY AS LOCAL			ORIGINATING OR TERMINATING ON EACH RAILWAY SYSTEM			Cross, &c., originating and terminating outside the railway			
	TRAFFIC TREATED BY EACH RAILWAY AS LOCAL		Value in even hundreds Rs.	ORIGINATING OR TERMINATING ON EACH RAILWAY SYSTEM		Value in even hundreds Rs.	One other railway only interested		Two or more other railways interested	
	Quantity (t)	Value in even hundreds Rs.		Quantity (t)	Value in even hundreds Rs.		Quantity (t)	Value in even hundreds Rs.	Quantity (t)	Value in even hundreds Rs.
East Indian	1,204.6	9,46.1	207.3	207.3	4,42.0	6.5	18.3	13.9	33.1	227.7
Indian Midland	128.5	1,05.3	38.8	38.8	38.9	2.7	8.2	3.8	33.7	45.3
Great Indian Peninsula	842.9	3,20.1	37.9	1,08.5	4.8	41.9	41.9	2.6	14.5	45.3
Bombay, Baroda and Central India	2,010.5	8,69.8	89.5	82.6	16.0	22.2	22.2	2	3.1	105.7
Southern Mahratta	243.6	1,04.8	31.9	34.3	1.0	1.7	1.7	2	8	33.1
South Indian	990.5	3,43.3	13.8	11.3	9.8	8.3	8.3	6	6	24.2
Bengal Nagpur	239.0	1,16.8	53.0	76.4	4.7	5.7	5.7	4.0	20.4	62.6
Bengal Central	122.4	44.0	4.2	2.1	2.2	3.6	3.6	1	1	6.5
Bengal and North Western	487.5	1,52.1	70.8	1,15.7	3.1	7.8	7.8	2	6	74.1
Rohilkund and Kumaon	79.2	32.5	26.5	4.6	1.0	1.5	1.5			27.5
Assam Bengal	106.7	54.0	4.4	7.3	4.9	10.1	10.1			9.3
Madras	658.6	2,25.9	42.9	59.3	1.3	6.5	6.5	3.1	6.6	47.3
Nizam's Guaranteed State	88.4	47.4	9.7	13.0	3.0	10.2	10.2		5	12.7
North Western	1,318.9	8,34.3	85.3	1,09.8	6.3	16.5	16.5	4.9	5.4	96.5
Oudh and Rohilkhand	455.2	2,68.1	89.1	99.9	5.8	11.7	11.7	3.6	5.8	98.5
Eastern Bengal	838.6	1,10.7	74.7	1,03.2	8.2	17.2	17.2	3.0	6.7	85.9
East Coast	286.0	1,52.9	24.1	21.7	1.8	2.5	2.5	4	8	25.3
Calcutta Port Commissioners'	No information furnished		Accounts audited	Accounts audited	by the Eastern Bengal	by the Eastern Bengal	by the Eastern Bengal	by the Eastern Bengal	by the Eastern Bengal	by the Eastern Bengal
Darjeeling Himalayan	2.7	4.2	9	4.1	5	2.4	2.4			1.4
Bars Light	No information furnished		Accounts audited	Accounts audited	by the Indian Peninsula	by the Indian Peninsula	by the Indian Peninsula	by the Indian Peninsula	by the Indian Peninsula	by the Indian Peninsula
Total	9,103.8	40,86.3	905.7	13,34.6	83.6	1,96.3	1,96.3	40.6	1,32.6	1,029.9
										16,63.5

(1) Number of tickets, &c., in even hundreds (one hundred being treated as one)

Summary of statements received from the several railways hereinafter enumerated showing the relative proportion of local to through luggage traffic during the month of December 1899.

RAILWAYS.	TRAFFIC TREATED BY EACH RAILWAY AS FOREIGN									
	TRAFFIC TREATED BY EACH RAILWAY AS LOCAL			ORIGINATING OR TERMINATING ON EACH RAILWAY SYSTEM			Cross, &c., originating and terminating outside the railway			
	TRAFFIC TREATED BY EACH RAILWAY AS LOCAL		Value in even hundreds Rs.	ORIGINATING OR TERMINATING ON EACH RAILWAY SYSTEM		Value in even hundreds Rs.	One other railway only interested		Two or more other railways interested	
	Quantity (t)	Value in even hundreds Rs.		Quantity (t)	Value in even hundreds Rs.		Quantity (t)	Value in even hundreds Rs.	Quantity (t)	Value in even hundreds Rs.
East Indian	14.7	37.7	10.7	10.7	19.7	2.0	6	2.0	8	2.1
Indian Midland	1.5	2.8	6	6	3.5	6	1	6	4	6.0
Great Indian Peninsula	13.0	17.0	2.0	2.0	11.7	9	14.5	2	1.1	2.1
Bombay, Baroda and Central India	17.5	21.2	1.5	1.5	3.2	4	1.5	2	3	2
Southern Mahratta	3.2	2.7	1.0	1.0	2.1	2	4	1	1	1
South Indian	3.6	3.5	5	5	5	1	1	1	5	6
Bengal Nagpur	9	1.2	9	9	2.5	1	2	4	8.5	11.2
Bengal Central	1.5	1.6	1	1	1	6	6	2	2	6
Bengal and North Western	2.3	2.4	2.0	2.0	3.2	1	1.1	1	2.1	4.3
Rohilkund and Kumaon	7	9	6	6	2	1	1	1	7	3
Assam Bengal	9	1.6	1	1	1	2	6	3	3	7
Madras	6.3	6.6	1.3	1.3	7.1	1	1.0	3	1.7	12.1
Nizam's Guaranteed State	9	1.1	3	3	8	2	1.9	1	5	2.8
North Western	10.5	23.0	1.5	1.5	4.0	7	2.4	4	2.2	1.2
Oudh and Rohilkhand	4.5	5.4	2.5	2.5	3.6	3	3.3	2	3.0	7.2
Eastern Bengal	12.9	15.7	1.7	1.7	3.2	4	9	1	2.2	4.2
East Coast	2.8	3.7	3	3	1.6	1	1	1	5	1.8
Calcutta Port Commissioners'	No information furnished		Accounts audited	Accounts audited	by the Eastern Bengal	by the Eastern Bengal	by the Eastern Bengal	by the Eastern Bengal	by the Eastern Bengal	by the Eastern Bengal
Darjeeling Himalayan	1	2	1	1	4	1	1	1	2	5
Bars Light	No information furnished		Accounts audited	Accounts audited	by the Indian Peninsula	by the Indian Peninsula	by the Indian Peninsula	by the Indian Peninsula	by the Indian Peninsula	by the Indian Peninsula
Total	97.8	148.3	27.7	27.7	59.4	4.7	31.4	2.5	23.9	1,14.7

PARCELS

APPENDIX II TO STATEMENT B—continued

Summary of statements received from the several railways hereinafter enumerated showing the relative proportion of local to through parcels traffic during the month of December 1899

RAILWAYS	TRAFFIC TREATED BY EACH RAILWAY AS FOREIGN									
	TRAFFIC TREATED BY EACH RAILWAY AS LOCAL		ORIGINATING OR TERMINATING ON EACH RAILWAY SYSTEM				Cross, i.e. originating and terminating outside the railway			
			One other railway only interested		Two or more other railways interested		One other railway only interested		Two or more other railways interested	
	Quantity (t)	Value in even hundreds Rs.	Quantity (t)	Value in even hundreds Rs.	Quantity (t)	Value in even hundreds Rs.	Quantity (t)	Value in even hundreds Rs.	Quantity (t)	Value in even hundreds Rs.
East Indian	38,0	60,7	40,7	47,1	6,5	5,4	10,3	6,5	57,5	59,0
Indian Midland	1,6	2,0	6,1	5,3	2,8	3,7	5,8	15,0	14,7	24,0
Great Indian Peninsula	19,5	37,0	14,2	19,7	4,9	25,6	4,5	6,2	23,6	49,5
Bombay, Baroda and Central India	43,1	47,5	18,3	54,5	8,5	10,0	2,0	2,4	28,8	66,9
Southern Mahratta	4,5	4,0	7,3	8,0	1,9	1,7	6	4	9,8	10,1
South Indian	10,1	7,9	3,9	2,6	1,7	2,0	4	1	6,0	4,7
Bengal Nagpur	1,4	1,0	2,1	1,3	1,4	4	2,3	10,6	5,8	12,3
Bengal Central	2,1	5,3	3	1	8	4	4	3	1,5	8
Bengal and North Western	1,8	1,1	5,6	6,8	1,2	3,6	1	1	6,8	10,5
Rohilkund and Kumaon	8	5	1,4	5	1,3	8	..	..	2,7	1,3
Assam-Bengal	1,6	1,9	1	1	2,8	1,3	..	..	2,9	1,4
Madras	10,1	12,6	10,8	10,1	3,9	4,1	3,7	3,7	18,4	17,9
Nizam's Guaranteed State	6	3	2,7	2,0	2,0	1,4	6	8	5,3	4,2
North Western	16,1	36,8	14,0	12,5	9,4	12,1	5	2	23,9	24,8
Oudh and Rohilkhand	5,7	4,1	12,0	7,8	5,6	3,7	3,2	1,3	20,8	12,8
Eastern Bengal	11,4	15,3	10,1	11,1	5,1	2,8	1,8	8	17,0	14,7
East Coast	2,2	2,2	1,5	1,2	9	7	1	2	2,5	2,1
Calcutta Port Commissioners	No information furnished	Accounts audited	Accounts audited	Accounts audited	Accounts audited	Accounts audited	Accounts audited	Accounts audited	Accounts audited	Accounts audited
Darjeeling Himalayan	1	1	1,2	1,1	3	4	..	..	1,5	1,5
Barisi Light	No information furnished	Accounts audited	Accounts audited	Accounts audited	Accounts audited	Accounts audited	Accounts audited	Accounts audited	Accounts audited	Accounts audited
TOTAL	180,7	2,41,2	1,52,3	1,91,8	61,0	78,1	36,2	48,6	249,5	3,18,5

(1) Number of parcels in even hundreds one hundred being treated as one

APPENDIX II TO STATEMENT B—concluded. TOTAL PARCELS, HORSES, CARRIAGES AND DOGS

Summary of statements received from the several railways hereinafter enumerated showing the relative proportion of local to through horses, carriages and dogs traffic during the month of December 1899

RAILWAYS	TRAFFIC TREATED BY EACH RAILWAY AS FOREIGN									
	TRAFFIC TREATED BY EACH RAILWAY AS LOCAL		ORIGINATING OR TERMINATING ON EACH RAILWAY SYSTEM				Cross, i.e. originating and terminating outside the railway			
			One other railway only interested		Two or more other railways interested		One other railway only interested		Two or more other railways interested	
	Quantity (t)	Value in even hundreds Rs.	Quantity (t)	Value in even hundreds Rs.	Quantity (t)	Value in even hundreds Rs.	Quantity (t)	Value in even hundreds Rs.	Quantity (t)	Value in even hundreds Rs.
East Indian	8	55,2	6	20,3	1	9	1	1,9	8	23,1
Indian Midland	1	4	1	2,9	1	9	1	13,9	3	17,7
Great Indian Peninsula	5	4,5	1	1,3	1	3,8	1	6,0	3	11,1
Bombay, Baroda and Central India	2	22,6	2	1,6	1	2,6	9	9	3	5,1
Southern Mahratta	3	2,2	1	4	2	2	2	..	1	6
South Indian	4	1,6	1	1	1	2	1,7	2,2	2	2,2
Bengal Nagpur	2	8	1	3	2	2	..	..	2	4,0
Bengal Central	1	2	2	2,9	1	1,1	..	..	2	2
Bengal and North Western	6	2,8	2	1	1	1	..	..	2	4
Rohilkund and Kumaon	1	2	1	1	1	3	1	3	3	2,6
Assam-Bengal	2	1,1	1	1	1	1,2	1	3	1	5,3
Madras	4	2,0	2	11	1	4,6	5	16,0	4	12,3
Nizam's Guaranteed State	..	1	7	7	1	1,8	1	1,1	5	2,4
North Western	1,2	25,0	3	13,7	1	1,3	1	1,3	3	5
Oudh and Rohilkhand	4	3,4	1	11,8	1	1,1	1	1,1	1	1
Eastern Bengal	4	2,6	1	1,1	1	1,1	1	1,1	1	1
East Coast	1	1,0	1	3	1	3	1	3	1	1
Calcutta Port Commissioners	No information furnished	Accounts audited	Accounts audited	Accounts audited	Accounts audited	Accounts audited	Accounts audited	Accounts audited	Accounts audited	Accounts audited
Darjeeling Himalayan	No information furnished	Accounts audited	Accounts audited	Accounts audited	Accounts audited	Accounts audited	Accounts audited	Accounts audited	Accounts audited	Accounts audited
Barisi Light	6,9	1,25,7	2,6	58,7	1,1	19,5	7	25,4	4,4	1,93,6
Total, horses, &c.	97,8	1,48,3	27,7	59,4	4,7	31,4	2,5	23,9	34,9	1,14,7
Add—Total luggage parcels	180,7	2,41,2	152,3	1,91,8	61,0	78,1	36,2	48,6	249,5	3,18,5
Total parcels, horses, carriages and dogs.	285,4	5,15,2	182,6	3,09,9	66,8	1,29,0	39,4	97,9	288,8	5,36,8

TOTAL COACHING

APPENDIX III TO STATEMENT B

APPENDIX IV TO STATEMENT B

GOODS

Summary of statements received from the several railways hereinafter enumerated showing the relative proportion of local to through total coaching traffic during the month of December 1899

Summary of statements received from the several railways hereinafter enumerated showing the relative proportion of local to through goods and live-stock traffic during the month of December 1899

RAILWAYS	TRAFFIC TREATED BY EACH RAILWAY AS FOREIGN						TRAFFIC TREATED BY EACH RAILWAY AS LOCAL					
	ORIGINATING OR TERMINATING ON EACH RAILWAY SYSTEM			CROSS, i.e., originating and terminating outside the railway			ORIGINATING OR TERMINATING ON EACH RAILWAY SYSTEM			CROSS, i.e., originating and terminating outside the railway		
	One other railway only interested.		Value in even hundreds Rs.	Two or more other railways interested.		Value in even hundreds Rs.	One other railway only interested.		Value in even hundreds Rs.	Two or more other railways interested.		Value in even hundreds Rs.
	Quantity (t)	Value in even hundreds Rs.		Quantity (t)	Value in even hundreds Rs.		Quantity (t)	Value in even hundreds Rs.		Quantity (t)	Value in even hundreds Rs.	
East Indian	1,258.1	10,997	259.3	13.7	26.6	25.1	25.1	43.6	298.1	5,99.3	50.8	26,28.2
Indian Midland	131.7	1,10.5	45.6	5.7	13.4	10.1	69.5	61.4	6.9	1,11.5	6.9	1,11.5
Great Indian Peninsula	8.59	3, 9.5	34.2	10.7	83.8	7.4	27.8	72.3	22.2	10,37.2	16.4	8,22.5
Bombay, Baroda and Central India	2,071.3	9,61.1	109.5	25.0	36.3	2.2	6.6	136.7	59.7	20,66.8	20.4	1,478.4
Southern Mahratta	251.6	1,13.7	40.3	3.1	4.0	8	1.3	44.2	14.8	2,33.4	11.3	2,07.8
South Indian	1,004.6	3,56.3	18.2	11.5	10.4	1.0	7	30.7	25.6	2,76.7	6.4	50.0
Bengal Nagpur	241.5	1,39.8	57.0	6.2	6.5	6.8	41.2	70.0	6.4	2,29.8	10.1	5,15.8
Bengal Central	126.1	51.1	4.6	7.1	4.6	5	3	8.2	1.2	7.2	4	4.7
Bengaland North West	492.2	1,58.4	78.6	4.4	13.6	2	7	83.2	8.4	2,14.5	9.8	6,28.6
Rohilkund and Kumaon	80.8	31.1	28.6	2.5	2.5			31.1	2.8	25.1	2.5	12.7
Assam Bengal	109.4	58.6	4.7	8.0	12.3			12.7	3.3	36.9	1.3	10.3
Madras	675.4	2,47.1	55.2	5.3	12.8	7.2	14.6	67.7	15.0	3,11.9	13.4	2,42.4
Nizam's Guaranteed State	89.9	48.9	12.7	5.3	18.1	6	1.4	18.6	2.2	55.3	3.7	2,21.9
North Western	1,357.4	9,21.1	101.1	16.5	32.8	5.4	6.5	123.0	58.5	15,80.0	14.9	2,59.7
Oudh and Rohilkhand	466.0	2,81.0	103.9	11.8	19.1	7.1	7.5	122.8	14.4	1,45.1	32.0	4,82.5
Eastern Bengal	863.3	3,74.3	86.6	13.8	22.2	4.9	7.6	105.3	18.1	8,04.1	12.8	2,33.2
East Coast	291.1	1,59.8	26.0	2.9	7.4	7	1.2	29.6	5.3	64.9	4.8	91.3
Calcutta, Port Commissioners'	No information furnished.	Accounts	audited by the Eastern Bengal railway						No information furnished	Accounts	audited by the Eastern Bengal railway	
Darjeeling Himalayan	2.9	4.5	2.2	9	2.9			3.1	4	7.2	1.2	23.9
Barsi Light	No information furnished	Accounts	audited by the Great Indian Peninsula railway						No information furnished	Accounts	audited by the Great Indian Peninsula railway	
Total	10,389.2	55,01.5	1,089.3	150.4	3,25.3	80.0	2,30.5	1,318.7	316.0	97,66.3	224.0	78,95.0

(1) Number of tickets, &c., in even hundreds (one hundred being treated as one)

MILEAGE RECEIPTS.

APPENDIX V TO STATEMENT B

APPENDIX VI TO STATEMENT B

MILEAGE PAYMENTS.

Summary of statements received from the several railways hereinafter enumerated showing the mileage and demurrage receipts during the month of December 1899

RAILWAYS.	ONE OTHER RAILWAY ONLY INTERESTED	TWO OR MORE OTHER RAILWAYS INTERESTED	TOTAL
	Value in even hundreds Rs.	Value in even hundreds Rs.	Value in even hundreds Rs.
East Indian	1,24.2		1,24.2
Indian Midland	37.5	19.2	56.7
Great Indian Peninsula	23.8	9.5	33.3
Bombay, Baroda and Central India	16.3	1.6	17.9
Southern Mahratta	1		1
South Indian	5		5
Bengal Nagpur	72.5	4.4	76.9
Bengal Central	5		5
Bengal and North Western	26.7		26.7
Rohilkund and Kumaon	1	5.5	5.6
Assam Bengal			
Madras	8.8		8.8
Nizam's Guaranteed State	15.6		15.6
North Western	24.0	7.0	31.0
Oudh and Rohilkhand	45.5		45.5
Eastern Bengal	4.2	1.8	6.0
East Coast	10.4	8.6	19.0
Calcutta Port Commissioners'	No information the Eastern	furnished Accounts audited by the Eastern Bengal railway	
Darjeeling Himalayan	No information the Great Indian	furnished Accounts audited by the Peninsula railway	
Bara Light			
TOTAL	4,10.7	57.6	4,68.3

Appendix L—contd.

Summary of statements received from the several railways hereinafter enumerated showing the mileage and demurrage payments during the month of December 1899

RAILWAYS.	ONE OTHER RAILWAY ONLY INTERESTED	TWO OR MORE OTHER RAILWAYS INTERESTED	TOTAL
	Value in even hundreds Rs.	Value in even hundreds Rs.	Value in even hundreds Rs.
East Indian	98.1		98.1
Indian Midland	19.8	26.7	46.5
Great Indian Peninsula	50.9	18.2	69.1
Bombay, Baroda and Central India	35.9	4.8	40.7
Southern Mahratta	4		4
South Indian			
Bengal Nagpur	36.0	43.4	79.4
Bengal Central	5		5
Bengal and North Western	6.9		6.9
Rohilkund and Kumaon	1	3	4
Assam Bengal			
Madras	7.8		7.8
Nizam's Guaranteed State	24.2		24.2
North Western	12.4	1.6	14.0
Oudh and Rohilkhand	17.7		17.7
Eastern Bengal	5.9	3.3	9.2
East Coast	6.9	3.4	10.3
Calcutta Port Commissioners'	No information the Eastern	furnished Accounts audited by the Eastern Bengal railway	
Darjeeling Himalayan			
Bara Light	No information the Great Indian	Accounts audited by the Peninsula railway	
TOTAL	3,23.5	1,01.7	4,25.2

Appendix L—contd.

APPENDIX VII TO STATEMENT B										APPENDIX VII TO STATEMENT B—continued									
EXPENSES										ALLOCATION OF AUDIT EXPENSES									
I—Summary of statements received from the several railways hereinafter enumerated showing the sub-division of audit office expenses during December 1899										II—Distribution of item (b) in statement I over various classes of work performed									
Railways.	(a) Special supervision employed in traffic audit branch other than that definitely allotted to particular sections	(b) SPECIAL ESTABLISHMENT EMPLOYED IN PARTICULAR SECTIONS OF TRAFFIC AUDIT				(c) Tot of (a) & (b)	(d) Traffic audit proportion of super vision common to traffic and general audit	(e) Total cost of traffic audit.	Railways	(a) COACHING		(b) GOODS		(c) STATISTICS		(d) Mileage and demurrage local and foreign	(e) Other work capable of division between local and foreign	(f) Inspection, registration of earnings, bill collect and other work not capable of division between local and foreign	(g) Total
		(i) Supervision including accountants and clerks in charge of sections	(ii) Clerical	(iii) Menial	(iv) Total					Local	Foreign	Local	Foreign	Local	Foreign				
East Indian	2,658	1,582	10,356	190	12,128	14,786	1,058	15,844	East Indian	1,580	2,089	1,050	1,685	2,126	1,685	535	2,008	12,128	
Indian Midland	800	1,364	2,951	103	4,418	5,218	600	5,818	Indian Midland	379	671	304	450	543	300	170	1,601	4,418	
Great Indian Peninsula	2,147	1,045	7,524	81	9,350	11,692	1,029	12,721	Great Indian Peninsula	1,686	1,011	637	938	1,639	938	341	2,518	9,350	
Bombay, Baroda and Central India.		3,860	9,195	254	13,309	13,309		13,309	Bombay, Baroda and Central India	7,759	1,034	2,960	2,019	1,765	2,019	190	774	13,309	
Southern Mahratta		790	3,030	21	3,841	3,841	746	4,587	Southern Mahratta	538	354	498	524	858	524	47	498	3,841	
South Indian	850	295	2,350	54	2,699	3,549	578	4,127	South Indian	419	306	105	366	399	366	115	770	2,699	
Bengal Nagpur	1,000	490	2,175	79	2,744	3,744		3,744	Bengal Nagpur	275	270	200	238	450	238	125	1,044	2,744	
Bengal Central	200	121	774	31	966	1,126	100	1,026	Bengal Central	186	79	103	72	114	72	35	261	926	
Bengal and North Western	1,322	1,575	4,071	132	6,678	8,000	425	8,425	Bengal and North Western	748	613	382	589	696	589	67	3,073	6,678	
Rohilkund and Kumaon		337	548	11	898	898	410	1,308	Rohilkund and Kumaon	69	109	72	31	160	31	47	395	898	
Assam-Bengal		530	1,016	28	1,584	1,584	611	2,195	Assam Bengal	318	251	267	267	197	267	142	142	1,584	
Madras	1,150	250	3,140	71	3,461	4,611	712	5,323	Madras	518	542	342	300	608	300	459	625	3,461	
Nizam's Guaranteed State	546	385	1,004	45	1,554	2,120	348	2,508	Nizam's Guaranteed State	151	261	128	115	250	115	109	373	1,554	
North Western	2,169	5,854	7,495	209	13,468	15,637	714	16,351	North Western	2,113	1,209	1,110	1,735	943	1,735	127	5,455	13,468	
Oudh and Rohilkhand	900	1,765	3,680	79	5,524	6,424	550	6,974	Oudh and Rohilkhand	568	851	391	385	961	385	93	1,679	5,524	
Eastern Bengal	800	2,061	4,927	70	7,058	7,858	764	8,622	Eastern Bengal	932	795	628	832	1,203	832	117	2,284	7,858	
East Coast	545	382	2,454	50	2,986	3,431	388	3,819	East Coast	493	384	339	394	473	394	170	241	2,986	
Calcutta Port Commissioners'	No information	No information	furnished	Accounts	audited by the Eastern Bengal railway	the Eastern Bengal railway	388	3,819	Calcutta Port Commissioners'	No information	information furnished.	Accounts	audited by the Eastern Bengal railway	information furnished.	Accounts	audited by the Eastern Bengal railway	275	738	
Darjeeling Himalayan	100	100	611	27	738	838	50	888	Darjeeling Himalayan	30	75	40	50	75	50	10	133	738	
Barsi Light	No information	information furnished	Accounts	audited by the Great Indian Peninsula railway	the Great Indian Peninsula railway	1,08,666	8,923	1,17,589	Barsi Light	No information	information furnished	Accounts	audited by the Great Indian Peninsula railway	information furnished	Accounts	audited by the Great Indian Peninsula railway	23,966	93,134	
TOTAL	15,232	23,688	68,211	1,535	93,434	1,08,666	8,923	1,17,589	TOTAL	14,742	10,906	9,761	10,861	13,460	10,861	2,217	23,966	93,134	

Appendix I—contd

COST OF APPENDIX VII TO STATEMENT B—concluded **PARCELS** **AUDIT.**

III—Summary of statements received from the several railways hereinafter enumerated showing the separate cost of auditing local and through parcels respectively during December 1899 which is charged to coaching in statement II

Railways	(a) Checking local way-bills and abstracts	(b) Checking foreign way bills	(c) Preparation of division sheets	(d) Other items, local	(e) Other items, foreign	(f) Total
East Indian	Rs. 111	Rs. 553	Rs. 55	Rs. 14	Rs. 25	Rs. 758
Indian Midland	31	42	25	20	20	117
Great Indian Peninsula	170	92	189	48	89	588
Bombay, Baroda and Central India	256	45	116	253	257	927
Southern Mahratta	15	33	45	8	37	138
South Indian	71	79	33	19	49	251
Bengal Nagpur	15	65	25	45	45	110
Bengal Central	20	15	15	45	45	50
Bengal and North Western	47	221	47	45	45	360
Rohilkund and Kumaon	10	40	18	68	68	100
Assam Bengal	12	35	25	87	87	190
Madras	15	128	105	218	218	532
Nizam's Guaranteed State	17	25	39	95	8	218
North Western	165	206	112	742	225	1,416
Oudh and Rohilkhand	21	126	36	355	154	581
Eastern Bengal	56	66	52	330	156	1,118
East Coast	22	53	33	182	54	455
Calcutta Port Commissioners'	No information furnished	Accounts furnished	Accounts audited by the	Eastern Bengal railway		
Darjeeling Himalayan	10	20	15	25	25	16
Barisi Light	No information furnished	Accounts furnished	Accounts audited by the	Great Indian Peninsula railway		
Total	1,063	1,944	585	433	1,204	5,539

APPENDIX VIII TO STATEMENT B **PRINTING** **CHARGES**

IV—Summary of statements received from the several railways hereinafter enumerated showing the average monthly cost of printing time-tables, through rates, etc., during 1899

Railways.	I Total cost				II ALLOCATION OF COST			
	(a) Cost of printing	(b) Cost of office constantly employed on revision of rate tables	(c) Cost of staff employed on preparing through rate tables	(d) Total	(a) Approximate proportion due to goods classification	(b) Approximate proportion due to through rate tables	(c) Approximate proportion due to foreign railway conditions, etc	(d) Approximate proportion due to other matters
East Indian	Rs. 1,200	Rs. 200	Rs. 200	Rs. 1,600	Rs. 700	Rs. 450	Rs. 250	Rs. 200
Indian Midland	325	75	50	450	300	100	25	25
Great Indian Peninsula	854	150	60	1,004	425	177	295	107
Bombay, Baroda and Central India	1,168	321	60	1,549	321	771	151	306
Southern Mahratta	267	143	72	482	98	143	98	143
South Indian	243	56	29	328	170	74	56	28
Bengal Nagpur	248	50	14	298	72	24	106	96
Bengal Central	16	55	14	85	42	11	21	11
Bengal and North Western	7	40	90	137	21	95	11	10
Rohilkund and Kumaon	72	28	28	100	82	18	15	15
Assam Bengal	90	75	25	190	80	80	15	15
Madras	373	40	119	532	134	276	122	122
Nizam's Guaranteed State	18	150	50	218	80	110	28	28
North Western	1,100	266	50	1,416	936	180	300	1416
Oudh and Rohilkhand	151	300	130	581	145	145	145	145
Eastern Bengal	73	35	8	118	41	22	41	14
East Coast	455	10	2	455	443	12	12	12
Calcutta Port Commissioners'	No information furnished	Information furnished	Accounts furnished	Accounts audited by the	Eastern Bengal railway			
Darjeeling Himalayan	4	10	2	16	8	1	1	6
Barisi Light	No information furnished	Information furnished	Accounts furnished	Accounts audited by the	Great Indian Peninsula railway			
Total	6,594	2,038	927	9,559	4,098	2,780	1,516	1,256

8303

Appendix L—contd.

C

Synopsis of the various remarks made by railways upon the points referred in Railway Conference letter No 40, dated 12th May 1900* *Not printed

East Coast railway—No remarks

North Western railway—

(a) points out—

(1) printing will be incurred whether Railway Clearing House or not ,

(2) advantages will be lost if not compulsory ,

(b) considers parcels system cumbersome and entirely out of proportion to its value

Indian Midland railway, Traffic Superintendent—

(a) thinks Railway Clearing House question should be favourably considered as it would give—

(1) a more satisfactory settlement of mileage and demurrage accounts ,

(2) one staff at junctions instead of present duplicate arrangement ,

(b) considers—

(1) it should deal with all interchanged traffic ,

(2) that two houses would be required one for north, one for south ,

(c) does not favour monthly accounts

Indian Midland railway Auditor—

(a) says all depends on adoption or not of monthly system which he is rather afraid of but would try ,

(b) thinks if no Railway Clearing House is formed he would take Mr O'Connell's cross system

Agent, Madras railway—Considers—

(a) public would benefit by speedy refunds ,

(b) there would be economy in establishment both in audit and at stations by monthly system and invoicing at through rates instead of crowding invoices with calculations ,

(c) there would be greater promptitude in clearing accounts , also

(d) an impartial application of rules, and

(e) an equitable settlement of disputed claims

Auditor, South Indian railway—

(a) admits foreign traffic should with Railway Clearing House cost little more to audit than local traffic ,

(b) points out that two-line traffic passes through Railway Clearing House in England, that although certain two-line traffic is not checked the balance is declared by Railway Clearing House, also that private two line settlements are frequently disputed and referred to Railway Clearing House

(c) anticipates great saving on quotation of one through rate on invoices and monthly division by pairs of stations, but this would require uniform classification which with or without Railway Clearing House would effect considerable saving ,

(d) admits great simplification is possible in parcels division ,

(e) does not think one Railway Clearing House enough, but favours offices at convenient centres ,

(f) states that monthly accounts are successful on South Indian railway although hampered by weekly audited system which he considers unnecessary

Appendix L—*contd.*

Auditor, Great Indian Peninsula railway—

- (a) says necessity for Railway Clearing House not demonstrated and doubts if better results would be obtained thereby ,
- (b) repeats his letter of 1897, in which he deprecates monthly accounts without a full considered vote of Conference, also encloses letter of 1893 from Traffic Superintendent objecting owing to liability to fraud
- (c) Also repeats his 1891 acceptance of Mr O'Connell's proposal
vis —

“ Receiving railways to clear direct with each line concerned ”

Traffic Superintendent, Great Indian Peninsula railway, is of opinion distances too great, but will await report

Barsi Light railway—Accounts cleared by the Great Indian Peninsula railway

Southern Mahratta railway—

- (a) *Railway Clearing House*—Strongly advocates its establishment on same basis as in England Unless this is done much of its usefulness will be lost

Points out that it has never been clearly brought before the Conference that in England Railway Clearing House besides attending to division of receipts deals with the following —

- (1) claims and disputes ,
- (2) mileage and demurrage ,
- (3) tracing of lost luggage

In addition to above, quarterly conferences of general and goods Managers and passenger Superintendents consider, among others, the following —

- (i) classification of goods ,
- (ii) rates, terminal ,
- (iii) speed and signalling of trains ,
- (iv) rules and regulations for the working of railways ,
- (v) telegraph system , and
- (vi) all important questions bearing on the management of railway

- (b) *Monthly system* —In favour of this It is of great importance from the standpoint of convenience and economy

- (c) *Cross traffic* —This is comparatively small on this railway for stations furnish no returns for coaching As *re* goods all items not appearing in division sheets of foreign railways concerned are taken up by audit

Auditor, Nizam's Guaranteed State railway—

Furnishes statements shewing that cost of auditing foreign traffic is cheaper per cent owing to higher value of consignments, but when calculated per unit is six times as expensive as local

Thinks two-railway traffic, which is 60 per cent of whole through traffic on his railway, should be dealt with by Railway Clearing House as well as 3 line and cross traffic

In conclusion makes remarks to following effect, *vis* —

Considerable saving could be effected, and this would be further increased by a monthly system of account

Three-line traffic would be settled earlier

It is essential staff should be impartial and the cost thereof moderate

Thinks it would be interesting to know how to raise funds for buildings and what would be probable cost of establishment, also how the Railway Clearing House would be managed, what it would deal with, what would be the powers of its delegates and how often Committees would meet

Appendix I—*contd*

Calcutta Port Commissioners' railway—Accounts audited by the Eastern Bengal State railway. The Commissioners are not prepared to pay more than Rs 2,000 a year which they now pay, and are not therefore in favour of the establishment of a Clearing House. They also prefer weekly to a monthly return. Are not interested in cross traffic.

Traffic Manager, Assam-Bengal railway, remarks that under the present system, the audit have two men to check one man's work. This can be remedied by placing Travelling Inspectors of Accounts in charge of groups of stations and have the bulk of the checking done in this way.

Chief Auditor, Assam Bengal railway, says that a very small portion of this railway traffic passes beyond Nahati. Very little advantage will therefore be gained by having through traffic adjusted through a Clearing House. The bulk of through traffic is cleared with steamer companies and the Eastern Bengal State railway, and if the steamer companies would accept figures furnished by the two railways, some saving would be effected. As regards parcels traffic, observes if each railway with whom traffic is exchanged agrees to an average mileage rate, the accounting would be much simplified.

Officiating Manager, Ouah and Rohilkhand railway—

(a) *Railway Clearing House*—Has no special knowledge as regards detail working. Theoretically sees no reason why it should not prove a success. Is of opinion two-line accounts are expeditiously and satisfactorily settled under the existing system, but a Clearing House would expedite settlement of accounts in which three or more lines are concerned. Considers that there should be two Clearing Houses—one at Cawnpore and the other at Madras or Bangalore.

(b) *Monthly system of accounts*—Favours it, but considers it a *sine quâ non* for its real success that all railways should adopt it.

(c) *Cross traffic*—In the absence of a Railway Clearing House the present system although involving delay is most satisfactory. But for each originating or terminating line to account direct with railways concerned would increase the work of railways preparing division sheets by 10 to 15 per cent.

Officiating Agent, East Indian railway—The bulk of traffic being either local or two line, is opposed to the establishment of a Railway Clearing House on the ground that it would involve increased expenditure. As regards monthly system of accounts, refers to the views expressed last year in which it was urged that it would facilitate fraud and would necessitate the appointment of a highly paid expert and increased travelling staff, the higher cost of which would probably absorb the savings effected. Is also opposed to a change in the present system of adjusting cross traffic as it would not reduce work.

Bengal Central railway—No remarks.

Bengal-Nagpur railway—Is not in favour of a Railway Clearing House as not much of this railway's traffic can be economically dealt with by it. Is doubtful whether the monthly system, although its adoption might result in reduction of work, would be as efficient as the weekly system and admit of any marked saving in the cost of establishment at stations and in audit offices. As regards the audit of cross traffic, is of opinion that no change can be made until Clearing Houses are established.

Appendix L—concl'd

Traffic Superintendent, Rohilkund and Kumaon railway—

- (a) Says that it is useless to move in the matter of establishing a Railway Clearing House unless the large Indian railways adopt the proposal
- (b) Is in favour of the adoption of the monthly system which would considerably reduce the work at stations
- (c) Says there is no cross traffic on the railway except that over the Daliganj-Aishbagh line which is worked under a special arrangement

Auditor, Rohilkund and Kumaon railway—

Is of opinion that economy would be effected by having the foreign traffic dealt with at a Railway Clearing House Favours the proposed substitution of the monthly for the weekly system of station accounts The former would reduce work and would be quite as effective as the latter There is no cross traffic except as stated in (c) above

Examiner of Accounts, Eastern Bengal State railway—

Refers to his notes on the Railway Clearing House and Monthly system of station accounts which were circulated last year In the former he expressed the opinion that a Railway Clearing House would effect a great saving in the time, labour and money. In the latter he objected to the introduction of a monthly system on the ground that no substantial saving could be effected unless the system were adopted in its entirety by all lines, as the increased cost of out-door audit which would be necessary to guard against fraud, would swallow up any savings that might accrue from its partial adoption. As regards the audit of cross traffic, says that only the establishment of a Clearing House would offer an adequate remedy in the present unsatisfactory nature of this audit

*Bengal and North-Western railway—*No remarks

*Bombay, Baroda and Central India railway—*No remarks

Appendix M.

(*Vide* RESOLUTION No. 68)

Dated 1st August 1900,

From—MESSRS THOMAS COOK & SON,
To—The Secretary, Railway Conference.

We beg to call your attention to the negotiations which have been carried on between ourselves and the various Indian Railway Companies during the past few months, which were initiated by us for the purpose of obtaining facilities for issuing tickets for circular tours to residents of India, from which under our existing arrangements we are precluded. What we require is that we should be allowed to issue to residents 1st and 2nd class tickets over all the Indian railways for circular tours in India, the tickets to be available from any station, that we should either issue the present coupons in use for international tourists stamping the same with a definitive mark and account for them separately, or we would arrange a separate series of coupons distinct from the others, which we think, although the most expensive to us, would be the simplest plan and less likely to lead to errors or misunderstanding. The period of validity to be six months from the date of departure. A reduction of 5 per cent upon the ordinary fares to be allowed to passengers and a further 5 per cent to be allowed to us as our commission to cover advertising and other expenses. No combination of coupons to be issued for a less distance than 1,000 miles.

We have received in some cases entirely favourable replies to our negotiations and others not entirely favourable. It has therefore been suggested that the matter would be ripe for discussion at the Simla Conference, and we shall be glad if you can see your way to place it on the agenda, and our Bombay representative, Mr T W Lasham, on being invited, will attend the Conference to give what further explanation may be necessary to enable the scheme to go through.

We are satisfied that it would be an experiment well worth the Companies agreeing to, especially as the expenses of the same are to be borne by us, we simply looking to the commission allowance for our remuneration.

No 177—24, dated 23rd August 1900.

From—MESSRS THOMAS COOK & SON,
To—The Secretary, Railway Conference

Confirming our letter* of yesterday, we enclose herewith an enquiry* received this morning from Lieutenant-Colonel

* Not printed

H R Whitehead with reference to a circular tour in India, Burma and Ceylon, starting and finishing at Rawal Pindi. We also send you several similar enquiries from other residents wishing to tour in India, and would specially draw your attention to the letters* from Mr Sharling and Miss Geddes.

Under the existing conditions, as our coupons are only issued to International tourists, we are unable to arrange for such tours, and we think the general result is that the majority of these travellers decide to take a sea trip in consequence, as we find by experience that passengers prefer to know, and if possible settle, the cost of their trip before starting.

We would mention that it is only in India that a similar restriction has been applied to our business, and have no hesitation in saying that the traffic lost to the Railway Companies in the past owing to these restrictions has been very large. We feel certain that if the Companies agree to our proposals, the result will be very satisfactory to them, as we have properly trained assistants at our offices in Bombay, Calcutta, Rangoon and Colombo whose special business is to develop traffic. We would also mention that we publish 5,500 copies of our *Oriental Travellers Gazette* monthly, which are distributed gratis to residents in India, and we should make special mention of these facilities, giving specimen tours, rates, etc. We think that the best proof that the Railway Companies elsewhere are

Appendix M—*concl'd.*

satisfied with the assistance we render them in this respect is the fact that wherever Railway Companies have granted us additional facilities, they have been so satisfied with the result that they without hesitation go on extending the facilities as we require them. In every country in Europe, the United States of America, throughout the United Kingdom and the Australasian Colonies we are allowed to book passengers without restrictions, and India is the only country where we are not allowed to issue tickets to residents.

To make up the circular tours we have in view, it would be necessary that the journey between any two Indian ports, including Burma and Ceylon, should be calculated as forming part of the circular tour, on the condition that the steamship coupons for such journeys must be issued by us conjointly with the railway coupons. We shall be obliged if you will kindly put these details before the Conference of the Railway delegates when the subject is placed before them for discussion.

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